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**NOVEMBER 2006****£1.40****NAVY NEWS** 'No division did better'  
The Royal Navy on the Somme  
90th Anniversary**'No division did better' - Somme commemorative supplement****UN-sung heroes - Kent's work in the Mediterranean, page 9****Stern work for Middleton in the Baltic, page 15****'pore relations - Westminster goes East, page 11**

● Go Forth into the world in peace... Scotland's great artery glimmers under the early autumn sun as HMS Ark Royal leaves Rosyth for the first time in more than two

year to begin sea trials.

The flat-top has undergone a £25m overhaul which has seen the 21-year-old ship converted into a strike carrier and

helicopter assault ship like her older sister *Illustrious*.

■ Ark's roar power, page 4

Picture: CPOA(Phot) Kev Preece, HMS Ark Royal

# IN THE THICK OF THE FIGHT

**R**OYAL Marines and Fleet Air Arm crews are in the line of fire as they face intense fighting and hostile action almost daily in Afghanistan.

Navy Harriers have fired more weapons in just a fortnight's operations against Taliban and insurgent forces than any of their RAF predecessors sent to the region.

On the ground, 3 Commando Brigade has taken over from the Paras as the principal British force in theatre - and was engaged with rebel troops within days of arriving.

Tragically, insurgents have already claimed the life of one green beret from 45 Commando and gravely wounded his comrade in a suicide bomb attack on a military convoy - which also claimed the lives of two Afghan children.

Brig Jerry Thomas, in charge of 3 Commando

Brigade and the senior British officer in the troubled Helmand province, said his men would continue their task to try to bring peace to the land.

"Our thoughts are very much with the families and friends of those killed and injured in this indiscriminate and cowardly attack. But this has not deterred us from our mission," he said.

Around 3,000 Royal Navy personnel - commandos, ground and air crew, and medics - are deployed on Operation Herrick, one

of two main 'thrusts' by Senior Service this autumn (the other is the amphibious deployment to west Africa).

Their aim is to support efforts to stabilise Afghanistan and prevent Taliban fundamentalists and other insurgents from plunging Helmand into chaos.



800 Naval Air Squadron, based at Kandahar airfield, has taken over from the RAF as the on-call aerial punch for British and Allied forces in theatre.

It is rapidly becoming accustomed to its new role as a strike bomber squadron operating the GR7 version of the fabled jump jet, which are heavily in demand from ground forces.

"From the moment we took over from the outgoing RAF squadron we have been in the thick of the action," said pilot Lt Adam Hogg.

"800 Naval Air Squadron has dropped more weapons in its first two weeks in theatre than any of its previous Air Force counterparts in recent times."

■ Royals hit the ground running, page 3

■ A pilot's eye view of life in Afghanistan, page 8

**■ INVASION, THEY'RE COMING... VELA TASK FORCE PICTURE SPECIAL - CENTRE PAGES**





# GLOBAL REACH



## Fleet Focus

WE SHALL begin our panoramic sweep of RN, RM and FAA operations this past month not with the twin foci of efforts, Afghanistan and West Africa, but with an apology to the men of **HMS Superb**.

We've run out of space in the rest of the paper, so we'll have to give thanks for the veteran hunter-killer submarine's 113-day tour of duty here.

As a Royal Navy task force plucked civilians from Beirut at the height of the Israeli-Hezbollah conflict under the full glare of the media spotlight, less well known was the crucial role the Faslane-based boat played beneath the waves.

Using her sensors she monitored activity along the shore, looking for any aerial or surface threat to the British task group – during the peak of the crisis Hezbollah fired an anti-ship cruise missile at an Israeli vessel.

Once the relief mission was over, Superb headed to Diego Garcia in the Indian Ocean to take on supplies before joining the campaign against global terrorism and smuggling, patrolling the Gulf and Indian Ocean.

Which brings us neatly on to **HMS York**, another ship whose work off the Lebanese coast continued outside the media spotlight (see page 9) and has now come to an end.

Also in Mediterranean waters is minehunter **HMS Hurworth**, which has been paying her respects over the wreck of her forebear in the Aegean (on page 10).

A wreath was cast too by the men and women of **HMS Dumbarton Castle** in the rather chillier waters of the Falklands in honour of the men lost when HMS Glamorgan was hit by an Exocet missile 24 years ago (also on page 10).

Her Falklands time done, frigate **HMS Chatham** has sailed up the west coast of South America and through the Panama Canal bound for home; her place in the Southern Hemisphere is being taken by **HMS Edinburgh**, which last month sailed from Portsmouth.

Far from home are the men and women of **HMS Westminster** currently enjoying a grand tour of Asia – Singapore, Japan, China Korea *et al* (see page 11). The frigate was accompanied for the Five Powers Defence Arrangements exercise Bersama Padu by hydrographic vessel **HMS Echo**.

On her homeward passage, Westminster is due to visit the Gulf, where **HMS Kent** is currently on station (see right). Her deployment is coming to an end as **HMS Sutherland** has left Devonport to replace her (see page 31).

Three ships have been or are in Baltic waters: **HMS Middleton** has been working with local naval forces and NATO to eradicate wartime ordnance (see page 15); **HMS Cornwall** has been in Baltiysk on a goodwill visit to the home of Russia's Baltic Fleet (turn to page 5); and destroyer **HMS Liverpool** is in Tallinn as we write to support the Queen's visit to Estonia (we'll have more in next month's paper).

**HMS Exeter** made the short hop to Cork in Eire (see page 4) – amazingly her first visit to the Republic of Ireland in her 26-year career – while survey ship **HMS Scott** made the even shorter hop to Swansea to receive the Freedom of the City (see page 17).

Three familiar names back in action are HM Ships **Richmond**, **Manchester** and **Talent**; the frigate has been re-dedicated after an 18-month overhaul in Portsmouth (turn to page 5), while the destroyer and the submarine have returned to sea after lengthy lay-ups for upgrades (see page 29) – three years in Talent's case.

And so we come to the crux of present RN commitments. The yin is provided by **3 Commando Brigade**, committed to the Helmand province of Afghanistan (see opposite), more than ably supported in the air by elements of the **Commando Helicopter Force** and **800 NAS** (see page 8).

The **Vela task group** (a full list of units deployed is given in the centre pages) provides the yang; the climax of Operation Vela comes in the first days of November with major amphibious landings on the Sierra Leone coast.

And finally... We've had a few units asking why they haven't appeared on our map in recent months. If you tell us where you are, we'll include you (which counts for the paper as a whole – Ed). It's as simple as that.



## Bonus eases onus

SAILORS and Marines heading to war zones will receive a tax-free bounty in recognition of their dangerous service.

Junior ranks will earn up to £2,240 if they complete six-month tours-of-duty in Afghanistan and Iraq.

The bonus payments will also apply to some RN personnel deploying to the Balkans.

Defence Secretary Des Browne announced the new payments, part of a £60m package awarded to Service personnel, after visiting 3 Commando Brigade in Afghanistan as it took charge of peacekeeping duties in the Helmand province.

Not surprisingly the payout was welcomed by arriving green berets.

"It feels like they have decided to reward us for being away," said Cpl Neil Chappell.

"Other armies don't pay tax, so it's good that we are getting something as well."

Maj Sharkey Ward added: "When I return after six months out here this money will allow me to take my wife and daughter away and treat them."

"It's as hard on them as it is on us." Paying tax on lengthy deployments is understandably a bugbear, not least because many other nations waive tax for their forces on active service.

Mr Browne said although Britain's Armed

Forces were among the best paid in the world, the tax gripe was an issue and this country ought to do more for its men and women under arms.

The money equates to just under £100 per week tax-free for a six-month tour-of-duty. Personnel who spend less than six months in theatre will receive a bonus commensurate to their time on deployment.

Mr Browne told MPs that the bonus would work out better than a tax exemption for junior personnel – able ratings/marines should be around £500 wealthier with the bonus than under a tax break.

"Forces from other countries do not pay tax when on operations and this has led some to demand that we do the same for our people. I think we can do better," the minister told the Commons.

The first batch of payments will be backdated to April 1 this year.

● 2-6, heave... LS(SEA) 'Dusty' Miller toils in the Gulf heat, hauling in the distance line, as HMS Kent finishes taking on fuel from the aptly-named USNS (US Navy Ship) Supply.

The Portsmouth-based frigate has returned to the region after a 12-day standoff in Dubai.

That permitted some much deserved R&R which involved a mixture of camel trekking, the Wild Wadi water park and the huge indoor Ski Dubai complex which transfers the Alps to the Middle East.

Nine members of the ship's company also used the backdrop of Dubai to propose to loved ones; all nine received a positive response.

As for the ship herself, she received a welcome fresh lick of paint while in port.

With the height of summer over, temperatures are beginning to dip now in the Gulf. It was a 'mere' 34°C when this picture was taken.

Relief is on the way for the men (and women) of Kent; HMS Sutherland has left Plymouth bound for the Gulf to take over from her sister.

Picture: LA(Phot) Chris Wenham, FRPU Whale Island



## Come in No.7, your time is up

THE first next-generation Harriers have been delivered to the new home of the jump jet.

Twenty-four GR9 variants of the legendary aircraft were wheeled out at RAF Cottesmore, one of two bases which houses the Joint Force Harrier.

All 69 of the existing GR7 versions of the Harrier, used by the RAF and Fleet Air Arm (800 and 801 NAS) are being converted to the more potent GR9 by BAE Systems.

The updated Harrier can pack more punch than its predecessor carrying more – and heavier – weaponry including Paveway IV 500lb bombs and the new Brimstone anti-armour missiles.

The potency of the revamped Harrier means it can engage up to a dozen ground targets simultaneously; the GR7 can deal with no more than a couple.

Around £500m is being spent upgrading the GR7s, as well as the T10 two-seat trainers (which in future will be known as T12s), and Harrier simulators.

Before being introduced to squadrons, the GR9 has been thoroughly tested by day and night in all weather conditions, including exhaustive trials in the deserts of Arizona and California.

In those trials it outperformed the previous strike version of the jump jet in every respect.

"This is the aircraft of choice for Joint Force Harrier," said the force's acting CO Cdr Bill Dean.

"It has greater range, payload, survivability and communications. It's the way ahead."

All GR9s will be delivered by 2009.



● Speak softly and carry a big stick... A Royal Marine from 42 Commando scans the area around Musa Qal'eh as the green berets relieve E Coy, The Royal Irish Regiment

Picture: PO (Phot) Sean Clee, 3 Cdo Bde Combat Camera Team

## Deutschland erwartet...

THERE'S no escaping Britain's greatest admiral, even in a garden shed in Hamburg.

HMS Liverpool's CO Cdr Henry Duffy was invited to the home of Wolfgang Katiofsky when the destroyer paid a visit to the great Hanseatic port.

Herr Katiofsky runs a shop in the city selling 'fine English country wear', but his love for this country doesn't stop there.

His shed is a shrine to the RN and Nelson; it is filled with paintings, pictures, ship's badges, memorabilia, while the Union Flag flutters on a flagpole outside.

With the national flag looking somewhat battered, Cdr Duffy replaced it with one from Liverpool's store – fittingly on October 21.

Liverpool herself was in Hamburg for the biennial Shipbuilding, Marine and Maritime Technology fair; the destroyer served as a 'stage' for British firms to champion their products.

Several Liverpool sailors were invited into the fair, while others were asked to breakfast at the regional parliament.

## Record run over for 845

THE longest-serving CO in recent Fleet Air Arm history – and possibly ever – has finally stepped down in charge of 845 NAS.

Cdr Chris Slocombe has led the Jungle squadron for 3½ years – a period which has spanned Operation Telic in Iraq and its aftermath, exercises in Norway, the evacuation of civilians from Beirut and, most recently, the amphibious task force bound for Africa.

Cdr Matt Briers takes charge of 845, a unit so busy it had to postpone receiving the prestigious Australia Shield for a year because of commitments.

# 'With admirable courage'

FIVE years after they swept through the rugged Afghan terrain, Royal Marines are back in the country to grapple with an old foe: the Taliban.

Red berets have been replaced by green berets on the dusty roads of Helmand province, southern Afghanistan, as the burden of stabilising this unsettled district falls to the Royal Navy's elite troops.

Command in theatre now rests on the shoulders of Brig Jerry Thomas and his staff of 3 Commando Brigade, based at Camp Bastion, the principal British base in Helmand.

His ground forces consist of 42 and 45 Commandos, the Commando Logistic Regiment, 29 Commando Regiment Royal Artillery and the UK Command Support Group RM.

Some Royals are veterans of the 2001-02 campaign to oust the Taliban from this land.

Others are new to Afghanistan, such as Mne Ben Wadham of K Company, 42 Cdo.

"As soon as we came off the plane, the heat and dust hit the back of my throat," he said.

The initial task for the arriving green berets was to get accustomed to Helmand (temperatures have regularly been smashing the 40°C barrier).

Their first day in Afghanistan was devoted to briefings: the art of driving in the region, first aid, spiders and snakes to avoid, intelligence reports and last, but by no means least, the welfare package available to keep in touch with loved ones back in Blighty.

After a day on the ranges checking weapons in this dusty environment, it was time to get down to the mission.

For some Royals, that meant deploying by helicopter to an advanced base, FOB Price, in the town of Gareshk, a small town in central Helmand.

Cpl 'Nobby' Clark, of



● Centre of attention... Youngsters swarm around a commando as he patrols Lashkar Gah

J Company, 42 Cdo, based at Gareshk, spoke for many of his comrades when he summed up his feelings about life in Afghanistan.

"I miss my wife very much, but it is good to be deployed in an area where we can make such a difference," he added.

"We have trained hard and feel more than capable of coping with any demands placed upon us."

Back in Lashkar Gah, the capital of the Helmand region,

Royals have been passing on their expertise to the Afghan National Army – which will one day take over security of its own land.

Having watched the Royals conduct mock vehicle check points in Lashkar barracks, the Afghan troops joined the commandos on patrol – where they were asked to put what they had learned into practice.

It was also at Lashkar Gah, sadly, where the Taliban claimed

their first green beret victim when a suicide bomber targeted a NATO convoy as it left a police compound; the blast also killed two youngsters.

"My troops are performing their jobs here with admirable courage and will continue to do so despite the suicide attack," said Brig Thomas.

Even for veteran marines the scale of the challenge in Afghanistan, coupled with difficult

environmental conditions, is daunting – but after just a few weeks in theatre, there have been signs of encouragement.

"I've served in many parts of the world and this is by far my biggest challenge," said Sgt Shaw of Headquarters, 3 Cdo Bde.

"When you see the local population and the hope in the eyes of the children it makes it all worthwhile."

800 NAS in action, page 8





## Argyll seizes cocaine haul

HMS Argyll scored a major drugs bust as she sailed with the RN's amphibious task force off west Africa.

The frigate was accompanying the Vela 06 group bound for the waters off Sierra Leone when she broke off to take part in an anti-smuggling operation.

Argyll detached with tanker RFA Gold Rover and Royal Marines from 40 Commando.

Working with colleagues from the Serious Organised Crime Agency and officials from the Spanish, French and US law enforcement authorities, the frigate and her Lynx helicopter pounced on an unregistered 60-ton vessel.

Upon boarding the vessel the drug enforcers found two tonnes of cocaine, worth an estimated £60m on Britain's streets.

"I am thrilled that we have made such a successful contribution to this operation," said Argyll's CO Cdr Will Warrender.

"It highlights the valuable role the Royal Navy plays in support of international efforts to suppress the illegal use of the high seas." ↓ Grey shores, centre pages

## To each a share of the spoils

REFIT work on three front-line warships will be spread between Britain's three main yards.

In a £31m package of improvements across the board, Type 23 frigate Iron Duke will be refitted at home in Portsmouth by FSL; Type 42 destroyer HMS Liverpool heads north to Rosyth where Babcock will overhaul her; and DML in Devonport has won the contract to revamp Type 22 frigate HMS Cumberland.

The refits are part of a package of improvements for the Fleet; a decision on overhauls for minehunters HMS Grimsby and Chiddingfold is imminent.

## Mounts Bay joins RFA

NEW landing support ship RFA Mounts Bay has officially joined the Senior Service family after a dedication ceremony in Cornwall.

Her affiliated town of Falmouth was the setting for the formal welcome to the Fleet.

With the ceremony barely over, the 16,000-ton ship – the first of four replacements for the Knights of the Round Table – departed Falmouth to join the Vela task force for three months on her first operational deployment (see centre pages for more).



• May the Forth be with you... HMS Ark Royal glides past the Forth Road Bridge on her start of sea trials

Picture: CPOA(Phot) Kev Preece, HMS Ark Royal

# 'Open for business'

ONE of the most famous names in the proud annals of the Senior Service is back in business.

On a fine early autumn morning, HMS Ark Royal slipped her moorings at Rosyth dockyard and, shepherded by tugs, made her way up the Forth estuary, beneath the landmark road and rail bridges, and out into the North Sea.

It was the first time the great carrier had moved under her own power in more than two years and, not surprisingly, a sizeable crowd had gathered around the bridges to watch the occasion.

The journey down the Forth was the beginning of three weeks of trials and tests to ensure that everything was in order after the carrier's lengthy lay-up.

For the past nine months engineers from Babcock have been swarming over the flat-top, upgrading systems and kit, fitting a third mast, and converting compartments so that the ship is better able to perform her secondary role as a commando assault ship.

The first duty of Ark remains to provide air power at sea as a 'strike carrier'.

But she can also now accommodate up to 600 Royal Marines and ferry them ashore by helicopter as an assault carrier.

That lies in the future. For now, it's about getting used to the basics... like dealing with aircraft.

For they too have been absent from the ship for more than two years.

HMS Northumberland's Merlin became the first heavier-than-air craft to touch down on the new-look Ark.

For two more days the Merlin conducted flights by day and night, testing not merely the aircraft handlers and flight



operations team, but also communicators and the operators of the huge hangar lifts.

"It is terrific that Ark Royal is now open for business again and is fast becoming a versatile aviation platform that will be able, ready and keen to play her full part in future operations," said Cdr Keith Muir, Commander Air.

"We have a way to go yet but are very much looking forward to working up to being able to operate, fight and win in both our roles."

Merlin was just the beginning. Perhaps the biggest (and

loudest) buzz was provided by an RAF Typhoon fighter from 17 Squadron which flew past the carrier repeatedly to test her close-range weapons system.

"For many of the ship's company it was the first time they have seen this aircraft in action," said Flt Lt Glen Parker RAF, one of the Ark's fighter controllers.

As trials and exercises continue in the coming months, the carrier will also acquaint herself with RAF Chinooks and the Army Air Corps' Apache battlefield helicopter which has now been officially 'marinised' for operations at sea.

Ark was due to arrive in Portsmouth to join her sister Illustrious as *Navy News* hit the presses.

## Cork-ing visit for Exeter

There are not many things HMS Exeter has not done in her 26 years under the White Ensign.

A visit to the Emerald Isle was, surprisingly, one however.

Well, you can scratch it off the list now after four days in Cork.

The ship made the short hop from home to Ireland to permit her 250 crew some rest and recuperation.

The RN definition of R&R isn't the same as in civvy street, however.

For the ship's programme was fairly busy during her stay in the Irish city.

Upon arriving, the Falklands veteran hosted 40 youngsters from Gaelcholáiste school, while some of the ship's company headed to the children's ward of Cork University Hospital to entertain poorly kids (thanks notably to LCH Hall and his skill at turning balloons into animals and juggling).

More poignant was the tour of the destroyer by Dave Scannell. Six decades ago Mr Scannell's petty officer father went down with the wartime cruiser Exeter at the Battle of the Java Sea.

There was, of course, some 'downtime' in Cork for sailors to relax. CO Cdr Paul Brown said having enjoyed "a wonderful city", his team departed "fully rested and ready to get back to sea".

## Sandowns come back to life

FORMER HM ships Sandown, Inverness and Bridport are to be re-activated as Estonian vessels under a deal struck with the Baltic nation.

The trio, axed under the 2004 shake-up of the Senior Service, are currently mothballed in Portsmouth.

But the Sandown-class mine countermeasures vessels will now spring back to life as teams from Babcock and FSL overhaul them.

With Estonian waters littered with wartime ordnance, the world-class vessels will be greatly in demand.

The first ship is due to be handed over to the Estonian Navy next spring.

↓ Middleton sweeps away a wartime legacy, page 15

# Endurance will be required

ICE patrol ship HMS Endurance has left British waters for a mammoth deployment to the Antarctic.

The Red Plum will spend nine months conducting scientific research and charting the icy waters of Antarctica on the longest deployment in her 15-year career.

Endurance's last tour of duty in the Southern Hemisphere was curtailed by the need to put into Argentina for rudder repairs, so this winter she will squeeze an awful lot of work into her deployment.

Five months of her time away from Portsmouth will be dedicated to research in polar waters, work assisted by her new multi-beam echo sonar.

The sonar was first tested by Endurance last winter and produced stunning 3D images

of the Antarctic seabed, allowing experts to update existing charts of the region – many of which are old and inaccurate – to permit cruise liners carrying eco-tourists to visit the frozen continent in safety.

The icebreaker will work hand-in-hand with scientists of the British Antarctic Survey, helping to set up field camps as part of a five-year study into the icy wasteland's environment.

On her way south, she will beam back regular weather reports on conditions in the South Atlantic to help racers in the Velux 5 Ocean Race, who leave Spain next month.

Endurance's sailors will also hit the water; a team from the ship intends to kayak around James Ross Island, all 150 miles of it, once the icebreaker reaches Antarctica.

No-one has circumnavigated the island by kayak before; the adventure will raise money for various good causes, and the kayakers will beam home reports for Endurance's educational website [www.visitandlearn.co.uk](http://www.visitandlearn.co.uk) to allow youngsters to better understand life in Antarctica.

Endurance sails for the polar region having cemented ties with a new affiliate.

Premiership stars including Lomana Lua Lua from Portsmouth FC hopped aboard Endurance before she sailed to present the ship's football team with Pompey strips to don whenever the side steps out on foreign shores.

The affiliation between the club and ship is also tied in with Endurance's website to promote healthy lifestyles among children.



**NAVY NEWS**

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WITH the exception of operations in Afghanistan, the Senior Service has been somewhat absent from the media recently... but not entirely.

We will begin with the much deserved – and, sadly, belated – award of an 'Arctic emblem' to the heroes of the Russian convoys (see page 17).

ARCTIC convoy heroes have won the official recognition they have always wanted.

The new Arctic Emblem – known to veterans as the Arctic Star – was presented to veterans and their relatives of the Russian convoys on HMS Belfast.

Medal campaign leader Cdr Eddie Grenfell said: "This is one of the happiest days of my life. We fought so long and hard for this."

– Portsmouth News

THE world's navies had to work ever more closely together to combat "bad men" at sea, the First Sea Lord of Britain's Royal Navy said in Pretoria.

"There are bad men at sea: whether they are pirates, crooks, smuggling drugs, smuggling people, terrorists, this is an international issue we have to work together on," said Admiral Sir Jonathon Band.

He was meeting the Chief of the SA Navy, Vice-Admiral Johannes Mudimu, during a week-long visit to South Africa.

– Independent, South Africa

KEY papers relating to the sinking of HMS Sheffield in the Falklands conflict are set to be released by the Ministry of Defence under the Freedom of Information Act.

Campaigners have battled for years to find out why HMS Sheffield failed so miserably to defend herself against an Exocet missile.

Veterans say the posting of a message on the internet raises fresh questions over whether human error was responsible for the disaster which claimed 20 lives.

– Portsmouth News

A FORMER diver who set a world record half a century ago unveiled a plaque to remember his achievement. Lt George Wookey, who now lives in Australia, revealed the plaque near the diving site at Sørkjorden, Arna, in Norway at a special ceremony.

Mr Wookey dived down 600ft on October 12 1956.

He made the record dive breathing helium oxygen, wearing a Siebe Gorman helmet and a flexible dress standard diving suit.

Since then, the depth record has been exceeded many times, but not using a traditional Siebe Gorman helmet.

– Weston & Somerset Mercury

A STATUE of a hero dog that became mascot to the Free Norwegian Forces during World War 2 is to be unveiled.

Bamse the St Bernard is to be remembered in Montrose where a trust is raising £50,000 to promote his story.

Bamse came to Scotland in 1940 as a 'crew member' of a Norwegian minesweeper.

– BBC News



● Proud to serve... Richmond's guard of honour stand rigidly to attention during the ceremony

Picture: LA(Phot) Luis Holden, FRPU Whale Island

# Style with a smile

PERHAPS not quite grabbing the headlines like Ark Royal's emergence from refit, but a day of no less importance as far as her crew was concerned, was HMS Richmond's return to the Fleet.

Out of action for 18 months during a major refit in Portsmouth, the Type 23 frigate was officially accepted back into the Senior Service... and then promptly re-dedicated.

Dignitaries from the namesake towns in North Yorkshire and on the Thames attended the ceremony in Portsmouth, where guest of honour was Lady Hill-Norton, the ship's sponsor who had launched her on the Tyne 13 years ago.

Also in attendance were Sea Cadets from the London area.

At an earlier ceremony, Cdre Andrew Cameron, Commodore Portsmouth Flotilla, formally accepted Richmond into the Fleet, declaring that the ship had been handed over "in style with a smile".

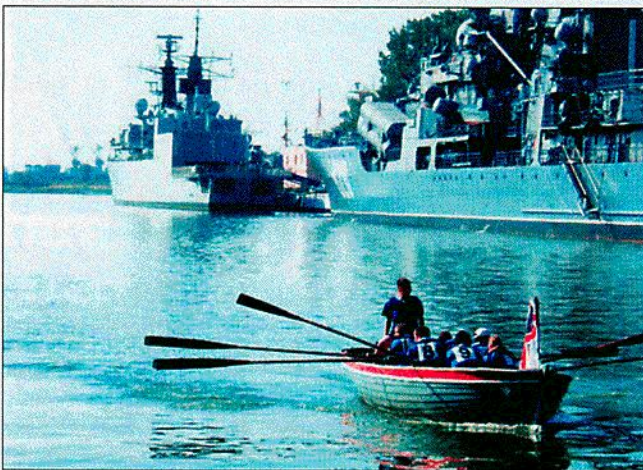
The frigate's CO, Cdr Piers Hurrell, concurred.

"We are now at the cutting edge of technology, ready to face the uncertain challenges ahead with an impressive range of new capabilities and a ship's company ready, willing and able to do their duty," he added.

That impressive range of new capabilities includes Sonar 2087, the world's leading anti-submarine sonar, a new 4.5in 'Kryten' gun, a state-of-the-art anti-torpedo defensive system, a flight deck capable of operating Merlin helicopters and, for the lads and lasses, improved accommodation and a new galley.

The revamp by FSL was the first refit conducted in Portsmouth for 15 years; it was completed bang on time.

The overhaul means that Richmond now takes over the title of Britain's most potent frigate from HMS Northumberland.



● Rowers from HMS Cornwall haul their way past the Russian destroyer Bessposkoiny in Baltiysk – home of the Baltic Fleet – during a three-day visit to the port.

Countless sporting activities were arranged for the Devonport-based Type 22 frigate when Russian sailors matched the hospitality shown by Cornwall earlier this year.

The frigate's crew hosted Russian sailors during Navy Days in Plymouth at the end of August.

Such hospitality was not necessarily on display on the sports field, however, where Cornwall were determined to hold on to the Baltiysk Cup which they won two years ago.

Despite victories at football and tug of war, the Cornishmen were outperformed at rowing, volleyball and 4x100m relay... so the cup was returned to Russia.

"The sea is a great bond and we have much in common with our Russian colleagues," said CO Cdr Simon Williams.

Among the numerous visitors to Cornwall were Commodore Devonport Flotilla Cdre Peter Walpole who proclaimed that the continuing close ties between the RN and the Russian Fleet ensured "the Cold War barriers are well and truly down".

↓ Ship of the month, page 12

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# Opinion

## Long awaited badge of honour

SIXTY years is a long time to wait for a medal, or indeed a badge, as the Arctic Emblem is officially called, but at last the first brave veterans who kept the Russian supply lines open on the Arctic convoys have been presented with their emblems.

The red, white and blue star-shaped badge may be small but its significance is enormous.

Thousands of men died in the Russian convoys campaign, and 126 merchantmen and warships were sunk. Although the Atlantic Star medal covered service on the Arctic convoys, many felt that service in the severe conditions of the Arctic region deserved its own recognition.

Cdr Eddie Grenfell campaigned for ten years to get the badge. No wonder he described its presentation as "one of the happiest days of my life."

Cdr Grenfell did a tremendous job in publicising the campaign. Indeed, the only good thing about the ten-year wait is that it has made many more people aware of the tremendous debt which we owe to the men who served on the Arctic convoys.

## What price spiritual support?

MOST sailors like to know there's a bish on board, even if they're not regular churchgoers.

And as the Chaplain of the Fleet, the Venerable John Green, observes, commanding officers never question why there is a chaplain in their ship during deployments.

Like everything else in the Royal Navy, the Chaplaincy service is currently undergoing a review to assess its value – or "relevance" as the current buzzword is.

The relevance of spiritual and pastoral care is difficult to quantify in hard financial terms, especially in the drive from "tail to teeth."

The Royal Navy's chaplains however have never shirked from their duty to the "teeth." There are currently five in the front line with the Royal Marines in Afghanistan.

Early feedback from the review indicates that the Navy wants to keep its chaplaincy pretty much the way it is.

There are some things in life that most people instinctively know to be valuable, and the Chaplaincy service is one of them.

## Welcome bonus

IT HAS long been a bone of contention for our Armed Forces that the UK doesn't offer the same tax benefits for those on dangerous deployments as many other countries do.

It is very good news that the Defence Secretary has announced a tax-free bounty to service men and women heading for war zones.

The bounty will be worth up to £2,240 for those completing six-month tours of duty in Afghanistan and Iraq.

There will also be improvements to the Operational Welfare Package, including longer free telephone calls, more internet connectivity, and a better welfare package for injured Service personnel in hospital.

Of course, there is not a lot to spend your bonus on in Iraq or Afghanistan, so it will probably be the families that benefit most.

It's a small recompense for months of separation and anxiety, but a very welcome one.

*The views expressed in Navy News do not necessarily reflect those of the Ministry of Defence*

**NAVY NEWS** No.628  
53rd year

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# Dash made permanent

FOR many years the Kent Fleet Air Arm Association has recognised the bravery of 18 RN aviators, who flying in obsolescent aircraft made a suicidal attack on the largest fleet of German ships ever assembled during WW2.

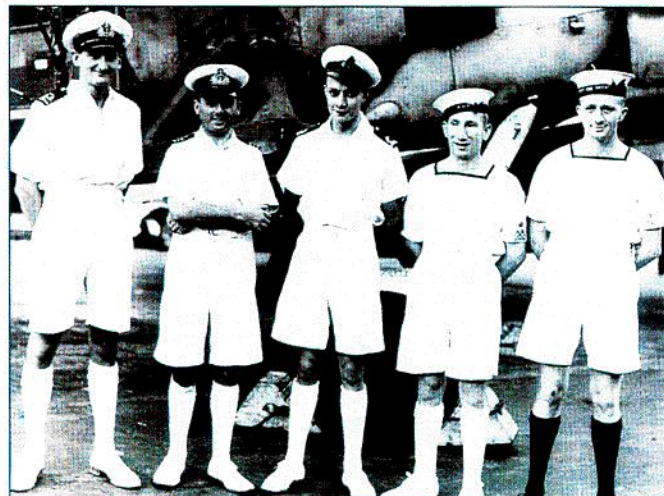
It was on February 12 1942 at 1100hrs that the Scharnhorst, Gneisenau and Prinz Eugen were spotted passing up the English Channel, escorted by more than 30 destroyers, flak ships and 'E' boats and were entering the Straits of Dover.

They had a large umbrella of Messerschmitt 109s and Focke-Wulf 190s that were providing them with air cover for the whole of their passage up the English Channel from Brest.

Just before noon, Lt Cdr Eugene Esmonde, RN Commanding Officer of 825 Squadron of Swordfish, received orders to make an attack on the enemy. Within 20 minutes of take-off from Manston they had been shot out of the sky. There were only five survivors.

Inevitably the demise of the Kent Fleet Air Arm Association will happen in the not-too-distant future, through loss of members and no replacement new members joining.

With this in mind, some members of the Manston Spitfire and Hurricane Museum have discussed with our President and some of our members a suggestion of forming a 'Channel Dash Association' which once formed will take over the arrangements



● Lt Cdr Eugene Esmonde VC (second from left) alongside officers and ratings involved in the sinking of the Bismarck

Picture: Fleet Air Arm Museum

for the annual Channel Dash Memorial Lunch.

This will ensure that the Channel Dash heroes and their futile attack against such enormous odds will never be forgotten.

The association will be open for anyone to join, regardless of whether or not one has been in any of the Services and particularly members of the Sea Cadet Corps, the Air Training Corps and Army Cadets will be welcomed.

It will be open for schoolchildren to join as juniors, especially if their parents or teachers are members.

The launch of this new Association will take place after lunch on Sunday June 10 2007 at Manston.

This is the 65th year of the anniversary of the 'Dash' and we are making it a very special occasion.

We are having to limit the number attending the lunch to 300 and if you wish to attend, please request a booking form by writing to the Secretary, Brian Homewood, 27 Filer Road, Halfway, Sheerness, Kent ME12 3AL, who will post you one when they are available.

— Edward H Powell, Kent

## Thank Q for the memory

WITH reference to John Belton-Perkin's letter Our Navy ruled the Wavelengths (October) the Q code is still used by amateurs (radio hams) even when on the mike and is a requirement in the foundation licence.

Morse code is still alive and kicking, or should I say clicking?

Although no longer a requirement it is still on the syllabus and many newcomers young and old are showing great interest in learning and operating CW [continuous wave].

About a third of hams operate CW only, and worldwide CW contests are much *de rigueur*.

— David Williams, Borth, Ceredigion

...THE code QSP is the one which escapes John Belton-Perkin. I used it many times as GYX4 at Lascaris, Malta, in the mid-60s.

He, being a submariner, may also be interested to know that prior to Lascaris I was on the Ausonia and a regular operator on 4340 Kc/s receiving diving and surfacing signals from Turpin, Thermopylae, Tiptoe and others too numerous to mention, both UK and visiting NATO boats.

— Michael 'Spud' Murphy, Devizes, Wiltshire

...I AM sitting in my flat looking at my copy of the 'Q' code and the British Joint Operating Signal which was its forerunner, and the answer is QSP, which I used very often as an Ordinary Telegraphist at Kranji W/T (GYS) in Singapore 1952/3, when I was 18.

There is one we used to use which is not in the book, and it is INT QLF which we used to send to a poor operator, it was known to us all as "Are you sending with your left foot?"

I hope this solves his problem.

— A Wright, (Shinder Ex Tel) Erith, Kent

## Intrepid Grecian marble

THE total number of living survivors of the HMS Intrepid sinking in Portlago Bay in 1943 is eight, not counting myself.

My quest to have a monument erected on the shore of Port Lakki overlooking the waters in the bay where she went down has been successful.

I had news from Leros that the monument is erected and the site around it has been finished. A naval friend on holiday there telephoned me to say he was looking at it receiving its finishing touches.

He said: "It's a marble beauty to remember the Intrepid by, and I understand why it cost so much."

The appeal has gone very well and if I'm lucky I don't think I will have to take out a mortgage for the shortfall!

I will inform people who wish to attend the dedication ceremony in good time of the date so that they can arrange their travel plans – at the moment September 26 2007 is a possible date.

I am grateful for all the help I have received.

— Albert Poulter, Orpington, Kent

...THE letter on Intrepid and the Island of Leros (July) brought back vivid memories of those days in September 1943.

Serving on my second Hunt Class (Groome), surviving the sinking of Southwold in March 1942, escorting a convoy from Malta to Taranto on 11 Sept 1943 (my 21st birthday) – I still have a copy of the *Malta Times* of that date in my treasured possession.

We were diverted in company with our sister ship Hurworth to Palestine (Haifa) where we took on board 350 troops each, sailing that day for the Aegean island of Leros, steaming that evening up the Turkish coast outside their territorial waters, such fine navigation to me.

Arriving at Leros was so peaceful, in fact some of our ship's company were swimming in the harbour, what a contrast a few days later on our second mission, it was to me one of the most terrifying experiences in the two-and-a-half years of service in the Eastern Med.

— J Morton, Chippenham, Wilts

## Scottish victory

I MUST take you up on your report the Royals in Iraq (September) posing in front of a victory arch as we know it, or as your reporter called it "The Hands of Victory."

You say this was created by a German firm. Nothing could be further from the truth.

The arch was cast in bronze at the foundry of Charles Henshaw and Sons, Edinburgh. The arms up to the wrists were cast in Edinburgh, the hands were cast at a firm in England, the swords were made by Wilkinsons Sword.

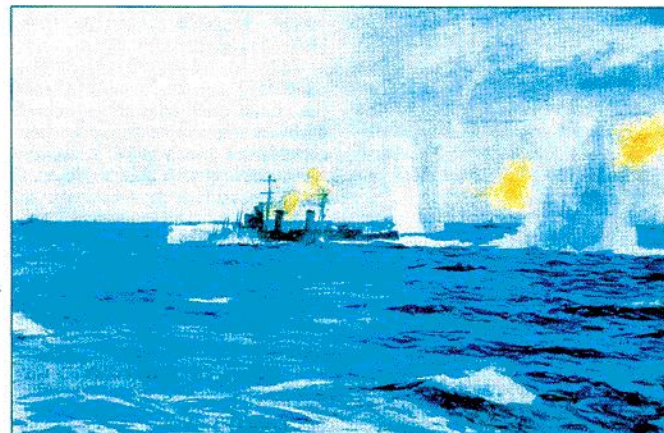
All the bronze work was erected in Edinburgh then dismantled, catalogued and transported by road to Baghdad, where it was reassembled in its present position.

The only involvement the German firm had was that they positioned the swords into the hands.

Incidentally, I served part of my time in the Navy as a signalman on board HMS Loch Quich accompanied by HMS Wildgoose, up the Gulf in 1946.

I was employed by Charles Henshaw and Sons and actually worked on the arch, so believe me I know what I am talking about!

— Bryce E Brown, Edinburgh



● Is this a painting of the first Battle of Sirte?

## Certainly Sirte?

THIS picture, kindly sent to me by Capt Darch, might just show the first (and much lesser known) Battle of Sirte.

During a convoy to Malta the Italian Fleet was sighted and opened fire on Naiad at long range.

Admiral Vian however had detached a destroyer to broadcast on the C-in-C's wavelength and this gave the appearance of the battle Fleet and the Italians turned tail.

My reasons for suggesting this are that while Naiad's three foremost turrets are firing at aircraft, the after turrets (which normally would be doing the same under air attack) are trained on a low angle forward starboard bearing.

It so happened that I had left the Engine Room (I was the Senior Engineer) and was visiting the Damage Control parties when the tannoy announced that the Italian Fleet had been sighted to starboard and had opened fire.

I was talking to Stoker Janes whose post was just inside the screen door and we decided

(wrongly) to peep out.

A salvo landed simultaneously and a splinter missed me and grazed Janes' chin which bled rather copiously.

We hastily shut the door and I escorted him to the nearest First Aid station before descending to what seemed the safer environment of the Engine Room, where we had gone up to Full Speed.

I may of course be entirely wrong and the painting may only be one of the many convoys battled through to Malta.

Naiad was sunk just before the second battle of Sirte, one of the classic sea battles of WW2. Vian was then flying his flag in Cleopatra, having been picked out of the water a few days before.

PS – the brown smoke is of course gunsmoke and NOT from my funnels!

— Vice Admiral Sir Louis Le Bailly, Bodmin, Cornwall  
Admiral le Bailly also sent us a most moving Remembrance Day address which we have put on the Navy News website at [www.navynews.co.uk](http://www.navynews.co.uk)



## JACK

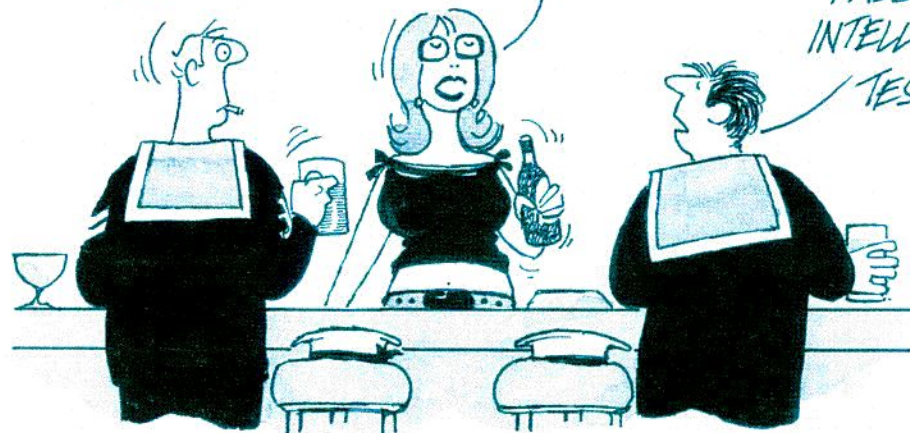
BY TUGS

OH YES! THEN WHY DIDN'T PRINCE WILLIAM  
AND PRINCE HARRY JOIN THE NAVY?  
ANSWER ME THAT!

THEY COULDN'T  
PASS THE  
INTELLIGENCE  
TEST!

... SHE WAS  
NEVER GOIN'  
TO SWALLOW  
THAT RUBBISH  
ABOUT INTELLIGENCE  
TESTS

SHE MUST HAVE  
BEEN WONDERIN'  
HOW THE HELL  
YOU PASSED!



# A date with a Princess?

I BELIEVE the date on the photograph described as "Princess Elizabeth inspecting the Dartmouth cadets 1953" to be incorrect.

It is interesting to compare the cap badge worn by Prince Charles, on the next page, with those of the Captain and Lieutenant. Prince Charles' cap badge has a Queen's Crown, whereas the Dartmouth officers' are those of a King.

The jacket buttons would have similarly differed. However, a period of grace will have been allowed for changing uniforms, thereby a King's crown would have still been correct in 1953.

The present badges and buttons will change back, for officers and ratings, on the accession of Prince Charles.

Had this photograph been taken in 1953, it would have been Elizabeth's first visit as Queen, and she would have been accompanied by Prince Philip, and probably C-in-C Plymouth.

If the Britannia Royal Naval College were asked, I expect they would identify the photograph as Princess Elizabeth inspecting the passing-out parade for those cadets leaving HMS Britannia (as the BRNC was then called) in July 1950.

— Cdr P W Honey, Appleton, Cheshire

...I WAS very interested in the souvenir picture supplement for the 80th birthday of the Queen (September).

On the front page, where the Queen is pictured inspecting midshipmen, there is a captain just behind her. I cannot remember his name now, but I was his messenger boy when he was a commander in HMS Resolution from August 1938 until September 1940.

I remember him well, he was a gentleman and it was a privilege to be his messenger.

I used to follow him around the ship and carry out his instructions which were numerous on an R-class battleship, especially when war broke out.



● The young Elizabeth, but when?

I was required to stand outside his cabin and the wardroom when he was not going around the ship. One perk as his messenger was that I was excused all other duties, although I often had to be with him when the other boys in the ship were off duty.

In January 1946, I was made an ordinary seaman so I was no longer his messenger.

It was interesting seeing his photo in *Navy News* and it brought back many memories of my time with him. Perhaps a reader may remember his name and would let

me know?

I shall keep the supplement among my other naval souvenirs. I still have my Resolution cap tally from my time in the ship.

When I was made an ordinary seaman in Resolution one of the special jobs I did was to be pulled through the 15 inch guns of Y turret and grease the rifling, for this job I was given a "make and mend" and a "guard and steerage" and a bar of pusser's soap to wash my overalls.

— Jim Hutchison, Gillingham, Kent

LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information.

Letters cannot be submitted over the telephone.

Given the impressive volume of letters, we cannot publish all of your correspondence in *Navy News*.

However, we do try to publish many of your letters on our own website [www.navynews.co.uk](http://www.navynews.co.uk)

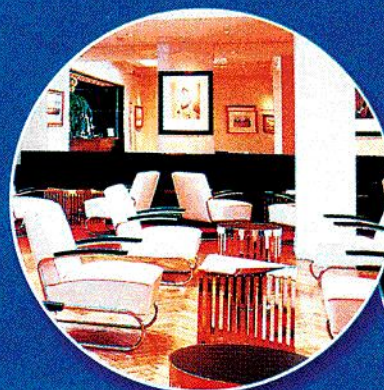
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Please try to keep your submissions as brief as possible – our space is limited.

The editor reserves the right to edit your submissions.



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## HMS Raleigh beckons for Brecon

VETERAN minihunter HMS Brecon is set to be given a fresh lease of life training the next generation of sailors.

Brecon is lined up to join HMS Raleigh at Torpoint to give youngsters their first taste of life on a modern warship.

The Hunt-class ship paid off last year when the MOD decided to wind down the Northern Ireland squadron. She also served in the Falklands and Gulf.

But Cdre John Keegan, Raleigh's Commanding Officer, was keen to re-activate the vessel to give rookie sailors a better grasp of 'sea sense'.

At present the Torpoint establishment relies on an old converted fuel barge, Ajax, and a handful of yachts to give trainees an idea of life at sea.

A night on a four or six-berth yacht (plus a lengthy trek along the jetties to the heads if caught short in the middle of the night!) doesn't give young sailors the most realistic sample of life aboard a modern RN ship.

The solution is to move Brecon, currently part of the 'ghost fleet' in Portsmouth, to the River Lynher at Jupiter Point as a permanent 'sea sense' ship.

"Ajax is old, rusting and the environment is not the one the recruits will live in when they go to the Fleet. We know Brecon will be much better for training, and for our trainees, because she represents the modern Navy," said Cdre Keegan.

Beyond being used by new-entry trainees, the minihunter will also be used by the Naval Military Training teams, who teach sailors and Royal Marines in the art of boarding and searching vessels – a staple diet in the 21st Century RN.

There are also plans to use any spare capacity on Brecon to teach seamanship to civilians.

Brecon will arrive at Jupiter Point next summer.

## Sea dogs' sea days

FLAGSHIP HMS Illustrious has been leading a four-strong force of ships on the annual Staff College Sea Days off Plymouth.

Sea Days are intended to give Staff College personnel from the Army and RAF a greater understanding of the Senior Service's day-to-day business.

To that end, Lusty, HMS Cornwall and Exeter plus RFA Fort Victoria staged a week of demonstrations from anti-submarine warfare and boarding operations to dealing with air attack (courtesy of RAF Tornado jets and RN Hawks).

Each day concluded with amphibious demonstrations staged close to Devonport naval base.

## Owen's diligence saves lives

THE alertness of an officer of repair ship RFA Diligence and the swift response of his two shipmates saved Spanish fishermen in the treacherous Straits of Gibraltar.

Enjoying a breath of fresh air as the vessel passed through the busy waters, 2/O(E) Owen heard cries from the water.

He immediately raised the alarm and smoke flares were released to help his colleagues identify the position the SOS came from.

Meanwhile LH(D) McPhillips and SG1 Mole had a RIB in the water in minutes and promptly rescued two men.

The duo, Spanish fishermen believed to be from La Linea – the small town just over the border from Gibraltar – had been in the water for up to four hours and were suffering from hypothermia when picked up.

They were transferred to a police launch and eventually taken by ambulance to hospital.

● A Harrier GR7 of 800 NAS deploys flares high above the rugged Afghan terrain



# 'Barren, dusty, hot...'

**S**O HERE we are, 800 NAS are in the desert on operations for the first time.

One bright morning at Cottesmore the Squadron massed outside the hangar to begin the painful process of deploying, bags everywhere, lorries full of kit and people shuffling around in anticipation of what is to come, catching the last few words with those at home before the dreaded departure.

After what seemed like at eternity in South Cerney, we were finally shipped to our Tristar in a plush 1970s, bright yellow double-decker bus that looked like something out of a Vietnam war demonstration.

We were herded on to the aeroplane and after what felt like a week of travelling and a couple of hours R & R in Kabul we found ourselves staring sleepily at each other over the dull roar of a Hercules.

Helmet and body armour donned, we made our final approach to Kandahar, our home for the next four months.

As the doors opened we squinted into the bright Afghan sun and with the shake of a few hands we had arrived on ops.

You only need a few words to describe the landscape that greets you here: barren, dusty and hot. No surprises there...

The drive through the camp to our accommodation was a slow one and eye-opening to see just how large it was and just how many different nationalities it housed.

The speed limit is 10mph due to the amount of dust that is kicked up as you go along. With all the American stop signs and speed bumps that seem to have been liberally strewn about the place it takes an eternity to get anywhere.

The blocks we have been housed in are pretty good with running water, hot showers and not a cot bed in sight.

It is a short walk to work, the gym and the food hall, so we thought we had landed on our feet – that was until we opened the door and took our first lungful of air.

There is a huge open sewer affectionately known as "poo pond" which is a stool's throw from our cabins. It produces the most hideous, acrid smell of faeces you will ever encounter and depending on the wind directions depends on



FOR the first time 800 Naval Air Squadron – motto *nunquam non paratus*, never unprepared – has deployed as an out-and-out bomber squadron. **LT ADAM HOGG** provides a pilot's eye view of the life of a front-line air unit in harm's way.

how much you sample.

The ops building where we work out of is well equipped and suited perfectly to how we go about work.

From the tents of a few years ago we are now operating in a hardened set of offices covered with aerials, satellite dishes and razor wire, and we even enjoy the delights of a DVD player and the internet.

There was little time to enjoy such pleasures for the first few nights however, having been privy to a few 107mm mortar rounds that were fired into the camp from nearby Taliban hides almost nightly for the first week.

From the moment we took over from the outgoing squadron we were in the thick of the action.

The engineers and ground crew were put into full swing loading weapons and getting the aircraft ready and within only a couple of days the first ground alert jets had been scrambled and weapons dropped in support of our troops on the ground.

It has been a seamless transition from one squadron to the other and, by chance, we have chosen a time when the Taliban have been keeping everyone particularly busy.

800 has now dropped more weapons in its first two weeks in theatre than any of the previous Air Force counterparts in recent times.

The sorties out here are varied and busy, ranging from air support of a convoy of vehicles trying to return to safe houses after an operation or receiving Taliban hide outs from high level to scrambling to support troops in contact almost anywhere in the country.

As I write this more than

90 per cent of the British troops on the ground are now Royal Marines, and everyday we have the pleasure of talking to them on the radio and providing protection and support.

They are now established in almost all of the major towns in the Helmand valley and are ensuring that we maintain our strong hold on the area.

Helmand is a hugely-important part of the country, and the fact that the marines have been tasked with controlling that area is a great credit to the Corps and the UK. They do not go unrecognised, of course.

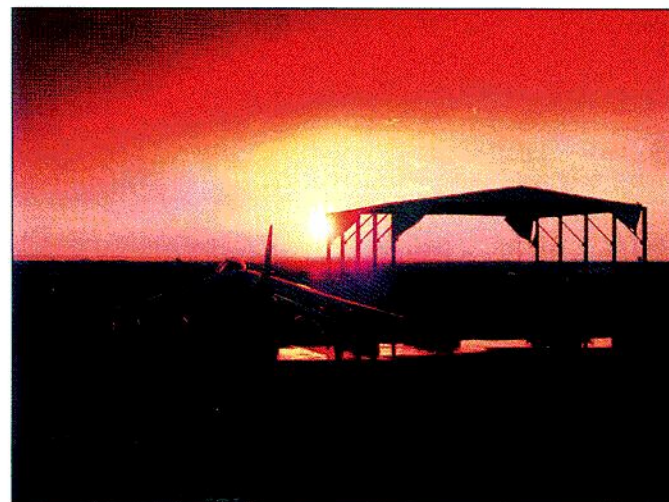
Having seen a fair amount of the action from the air and heard the voices of troops on the ground when they are in threatening situations, they are doing a remarkable job in extremely challenging conditions.

It has to be said that on some occasions the requirement to drop bombs is not always necessary to ensure troops are safe.

On a mission a couple of days ago some non-UK soldiers had been pinned down by fire from a ridge line only a few hundred metres away, without the necessary radios to talk to us properly in the aircraft, and were unable to move due to their compromising position.

None of the guys were trained to deal with jets on the radio and were in some distress, but the mere fact that we turned up and carried out a show of force was enough to stop the fire-fight.

Although I haven't seen it from the ground, the sight of



● (Above) Sunset over Kandahar and (below left) the squadron's scramble 'bell', erected appropriately in Nelson Lane

a Harrier flying over at 500 mph and at 100 feet is enough to make the enemy think twice and it seems to do the job very nicely.

The pace of life for us in the cockpit can go from almost mundane to the most alert and hectic state you could imagine.

It is a privileged view we get circling over the battlefield, and at times frustrating when you are forced to watch RPG rounds being fired into coalition positions and being powerless to do anything until you can actually find where it is coming from, which can at times feel like an age.

The greatest satisfaction however comes when you leave the area having done what you need to, and the voice of the guy you are talking to has gone from a high pitched scream back to normal and they are able to go about their business once again.

It can be quite interesting to sit in on our daily intelligence briefing and see how the ground battle is moving and then an hour later be sat up over it looking into enemy positions which you have just been talking about.

It doesn't stop there, as a few hours later you then find yourself back on the running machine in the gym watching endless American football replays in the relative safety of the camp.

We are all aware how lucky we are to be able to escape back to the airfield after the turmoil on the ground, but it doesn't stop it being somewhat weird.

From day to day, everyone

is kept busy with the routine of operations. The engineers work tirelessly in the heat and dust to have the jets at an unbelievable rate of servability to cover our 24 hours operations, and as a result operations and logistics (a subject close to my heart) are doing an outstanding job keeping us running at full pelt from bottled water to the electricity that is powering my laptop as I write this.

Although traditionally you would not find a fixed-wing Fleet Air Arm Squadron working out of a land base in the desert, it has assumed a surprisingly nautical character since our arrival.

After a tear-jerking set of colours by the engineers, a battle ensign now flies high over our line hut and can probably be seen from space!

Our RAF compatriots in the squadron have not been forgotten, of course, as the entrance to ops still bears the title "RAF Harrier Operations" – but I suspect not for long.

We have also caught wind of two ship's hulks somewhere out in the desert nearby so we are in the process of devising a pattern so that we can do some deck landing practice in our spare time. That may take a long time to approve though...

We are due to be in theatre for a few more months but the days seem to pass quickly, and I am sure we will be back at Cottesmore before we know it, preparing to go sea in a carrier all over again, as if nothing had happened.



# Lebanon and on and on...

LONG after the headlines became wrapped around fish and chips and TV journalists scurried back to London, Paris, Rome and elsewhere, the unsung work of HMS York off Lebanon has come to an end.

For after an RN task force grabbed the headlines plucking civilians to safety as the Israeli-Hezbollah conflict reached its bitter climax, the Portsmouth-based destroyer remained behind to enforce the peace.

Working with a NATO task force, led by Admiral de Giorgio aboard Italian carrier Giuseppe Garibaldi, York has helped enforce a UN resolution aimed at maintaining the fragile peace in this troubled region.

York has worked alongside Italian, French, Greek and Lebanese naval forces in attempting to ensure no arms were smuggled into Lebanon.

In doing so, the task force challenged more than 1,000 vessels approaching the Lebanese coastline – some of which were subsequently handed over to the Lebanese navy to deal with.

The task group was very much a stop-gap measure while a more dedicated international naval and

ground force was set up.

And it was in Beirut that York and her NATO 'sisters' officially handed over responsibility to that new force, which will initially be led by the Germans.

Ultimately, 15,000 troops from across the globe will also be deployed to Lebanon as part of the UN Interim Force to keep the peace along the Lebanese-Israeli border.

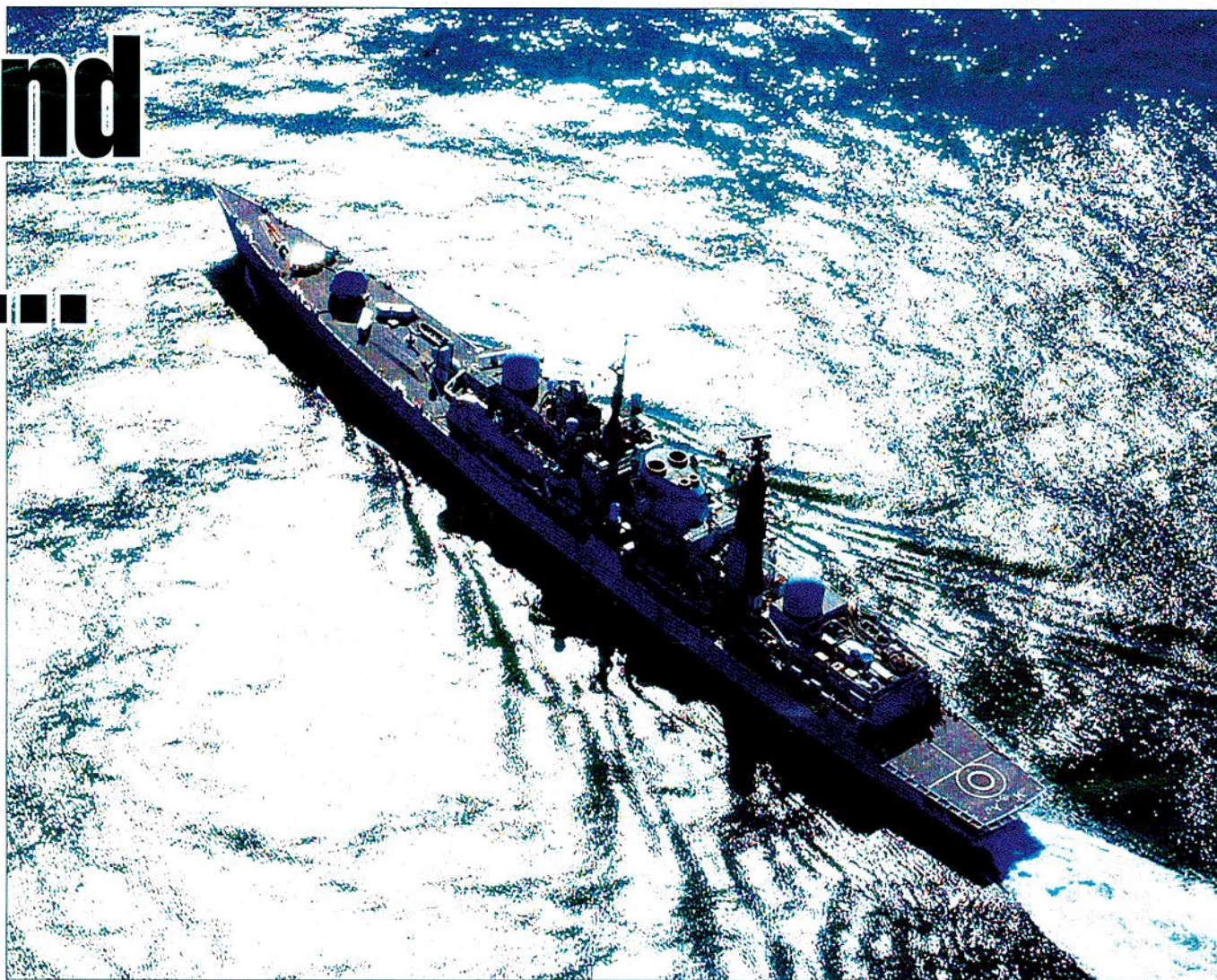
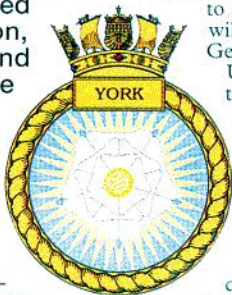
York originally departed the Solent to join NATO's Standing Response Force, relieving sister HMS Nottingham in the Mediterranean.

Her chief task initially was to work with Allied/friendly navies, such as the Romanians, on a range of missions from anti-terror and anti-smuggling to practising a large-scale humanitarian relief operation.

"We had little idea that the work we put into the exercise would be put to use so rapidly in Beirut within a matter of weeks," said CO Cdr Tim Cryar.

York's part in Operation Highbrow, the codename for the evacuation of civilians from Beirut, saw 600 people safely ferried to Cyprus.

While today crew realise the importance of their mission, initially York's sailors – and especially their families – were apprehensive about the Lebanese mission.



● Covering every angle... The waters off Lebanon shimmer as HMS York steams through them

Picture: LA(Phot) Kelly Whybrow, FRPU Whale Island

"Families, friends and loved ones have really been through the mill with the amount of uncertainty and change to the ship's programme," said PO Tim Cordery, flight deck officer and head of the ship's hotel services team.

The ship's most senior rating,

Executive Warrant Officer WO 'CJ' Smith added: "We've always tried to do our best and make sure that the families at home have had the best and most accurate information available. The new RN community website, the Naval Families Federation and the Link

Letter scheme have proven invaluable to us and them this year."

The ship's tour of duty is now coming to an end (she left Pompey in late May, since when she's steamed more than 16,000 miles).

York's First Lieutenant, Lt Cdr

Jools Howe, stressed: "It's been a real privilege to be part of these operations from the outset and to play a large part in the wider efforts to ensure that the people York brought to Cyprus should be able to have a more stable future."



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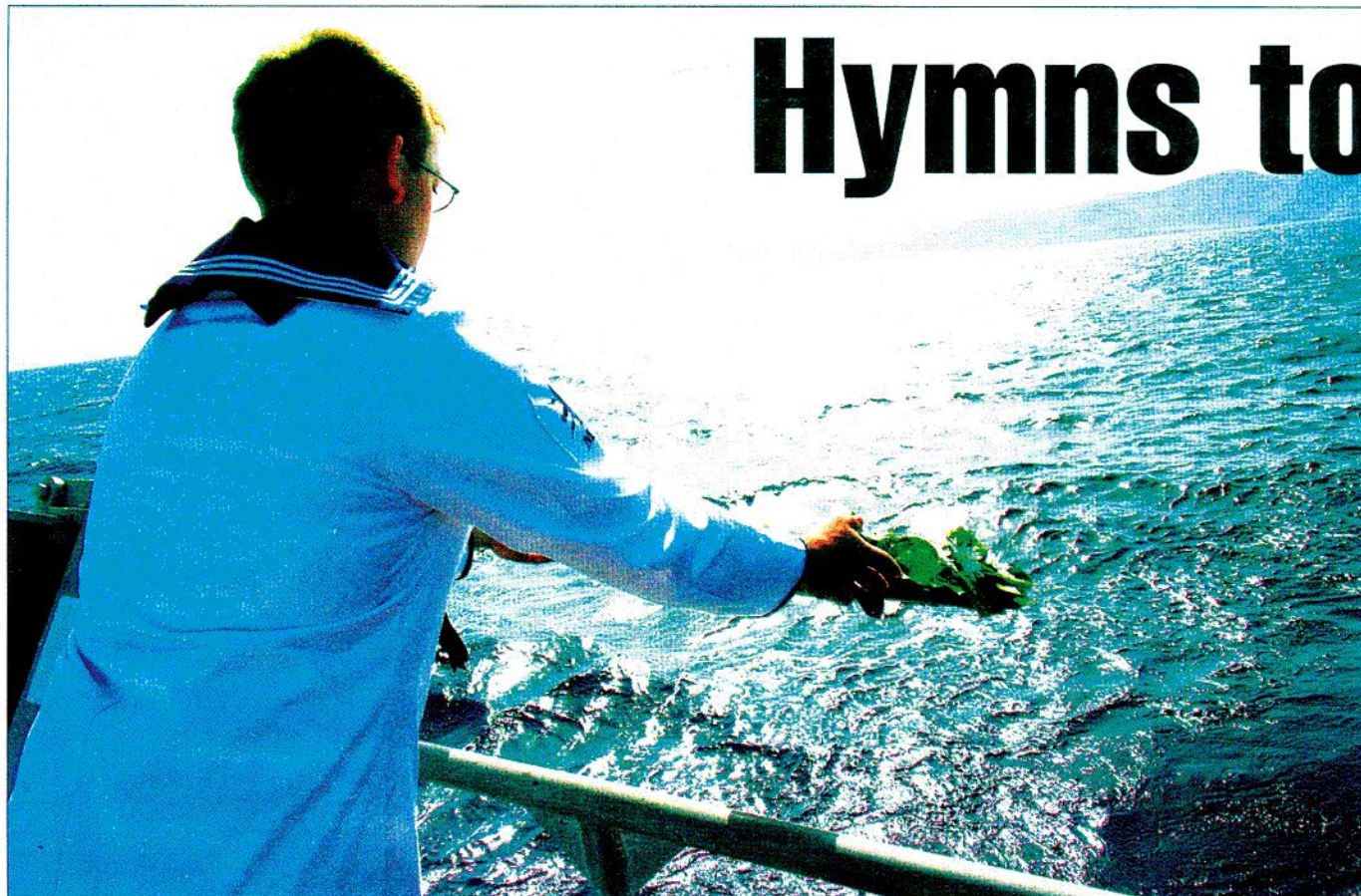
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# Hymns to the fallen

TO MOST mariners the position 36°59'N 27°06'E means little more than a stretch of water off the Aegean island of Kalymnos.

To the men and women of HMS Hurworth it is hallowed ground.

For here, on October 22 1943, the previous bearer of the name struck a mine and disappeared beneath the waves, taking 113 men with her.

Sixty-three years later, the minehunter which carries the Hurworth baton in the 21st Century lolled gently over the spot as the ship's company and the son of the wartime destroyer's first Commanding Officer and local civic dignitaries joined the Rev Andrew Hillier, chaplain of 2nd Mine Countermeasures Squadron, in a service of remembrance.

After OM(MW) Stuart MacGregor, the youngest sailor aboard Hurworth, cast a wreath over the side (pictured, left), Leading Diver 'Burt' Lancaster and Diver Christopher Hayes lowered a weighted White Ensign into the water.

As the crew and guests stood in reverence on Hurworth's sweep deck, worshippers in Hurworth Parish Church near Darlington more than 1,000 miles away held a minute's silence.

In 18 months in the Mediterranean theatre, Hurworth earned six of the eight battle honours which today fill the wooden board on display in the minehunter.

She took part in the Malta convoys, a failed attempt to put amphibious troops ashore at Rommel's fortress Tobruk, sank

two U-boats, supported the invasion of Sicily and finally met her fate in the Aegean.

Hurworth left Alexandria on Trafalgar Day 1943 to escort supplies being delivered to Leros. Around midnight on October 22-23 she and HS Adrias – formerly HMS Border – ran into a freshly-laid Axis minefield.

Adrias lost her bow, and as Hurworth closed in to assist the stricken ship she too struck a mine which broke the destroyer's back.

The forward section sank in less than three minutes; the stern bobbed up and down for another 15 minutes before the Aegean closed over it.

Eighty-five men survived the tragedy; 11 were cared for by locals, the others were helped by the bravery of a gunner from HS Adrias who swam for 12 hours to raise the alarm in a village – having first helped Hurworth's wounded CO ashore.

"The Royal Navy has a long and proud history of service in the Mediterranean," said Lt Cdr Jason Horne, CO of the current Hurworth.

"It is fitting that we remember those who lost their lives in the struggle for freedom and pay our respects to the men of HMS Hurworth and HS Adrias who made the ultimate sacrifice."

As for the present Hurworth, the Portsmouth-based warship is spending four months in the Mediterranean testing her new sonar kit and operating with NATO forces in French and Turkish waters.

After the ceremony, Hurworth spent two days alongside in Kos, the first British warship to visit the island since 1988.

WHILE HMS Hurworth paid her respects in the Aegean, the rather greyer waters around the Falklands were the setting for a tribute by the crew of **HMS Dumbarton Castle**.

Twenty-five years ago HMS Glamorgan was struck by an Exocet fired from a land-based launch site in the final days of the South Atlantic campaign.

Glamorgan is the sole ship to survive an Exocet attack – but it cost the lives of 14 of her ship's company.

Over the spot she was struck LS A Christie, today with HMS Forward, Birmingham's RNR unit, cast a wreath for his

comrades – in 1982 he was a radar rating aboard Glamorgan.

Six members of HMS Forward's ship company joined Dumbarton Castle, plus another half a dozen comrades from HMS Caroline, Northern Ireland's naval reserve unit, on sea training as the patrol ship sailed from the islands to Rio Grande do Sul in southern Brazil.

This was a rare excursion from the Falklands for the

guardship – and one the crew not surprisingly relished.

After hosting a cocktail party in Rio Grande for local dignitaries and British officials, the sailors scattered throughout Brazil to make the most of their time away from the Falklands.

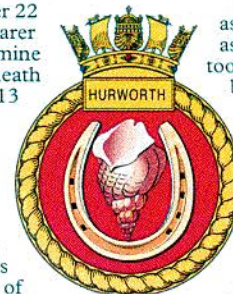
Some ended up in Rio de Janeiro, others in the local capital of Porto Alegre and the mountain resort of Gramodi.

And when in Brazil there's

only one thing to do (*hit the beach? – Ed*)... take to the football pitch.

Normally restricted to five-a-side clashes against the Army and RAF at Mount Pleasant, Dumbarton Castle found herself asked to field two 11-strong squads for matches against local sides – not bad for a ship's company of just 53.

The Fifth Naval District trounced the Castlers 7-1. Sport Club Rio Grande proved equally tough opposition. The professional side were so strong they substituted the entire team at half time during a 6-1 demolition of the sailors.



## NAVY NEWS

### 2007 CALENDAR

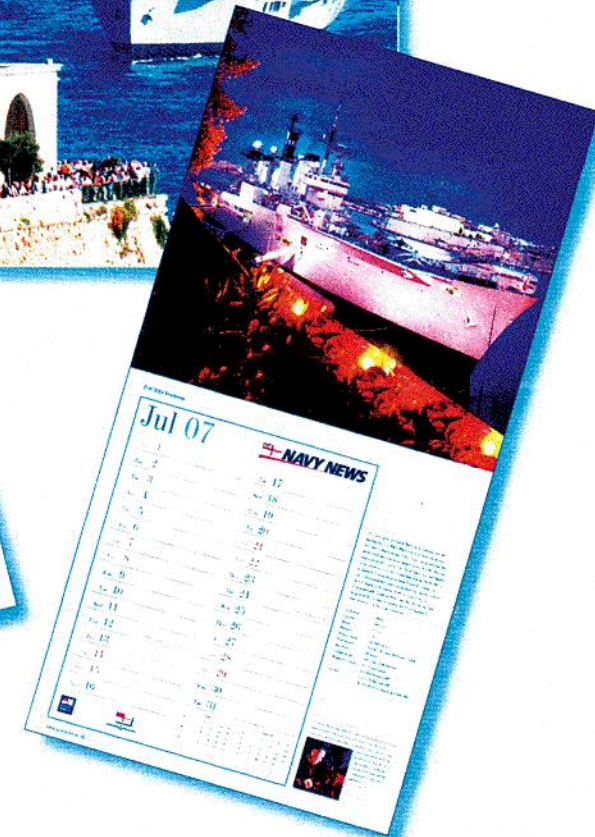
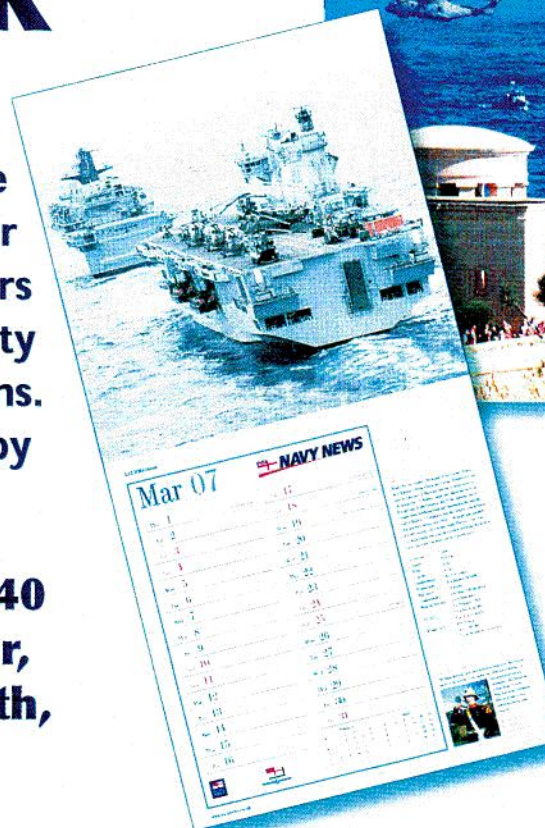
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# For nations – and for glory

**QUESTION:** What's the most repetitive job in the RN?

Submariner? Six hours on, six off, no fresh air, no windows, same old metal tube for two months?

Engine room watchkeeper? Same old dials to stare at?

Laundryman? Smelly shirts and dirty underwear day after day?

How about coxswain of HMS Westminster?

For three days the wheel on the bridge never moved as the frigate ploughed through the Indian Ocean (admittedly it wasn't the same coxswain for the whole 72 hours...).

The Portsmouth-based frigate headed for the Malay peninsula on the latest stage of her six-month Volans06 tour of duty.

The first part of her deployment has been concentrated in the Arabian Gulf/Gulf of Aden region on anti-terror duties.

But the heart of her time away from Portsmouth lies in the Far East, notably taking the UK's place in the Five Powers Defence Arrangements (Malaysia, Singapore, New Zealand and Australia complete the quintet).

The crux of the long-standing defence agreement between the five nations is a regular war game played out on a grand scale.

2006 was no exception, this time under the banner Bersama Padu ("Together united").

But before Westminster took her place alongside Allied vessels, there were welcome visits to the rather wonderfully named Port Klang in Malaysia (which allowed sailors to head for Kuala Lumpur) and Sembawang in Singapore (where loved ones were flown out to join some crew as the frigate underwent maintenance).

And then for nearly three weeks 23 warships, a submarine, ground forces and nearly 90 aircraft ranged around the Malay peninsula and South China Sea.

One week was spent getting used to the idiosyncracies and different ways of operating; in Westminster's case, she was placed

in charge of a mini task force comprising the Australian frigate Darwin, New Zealand's Te Kaha and Singaporean gunboat RSS Sea Wolf.

Although much of their work – replenishing at sea, flying manoeuvres, towing gunfire support – is bread and butter for the individual navies, performing such exercises and serials together is less commonplace, and the 'dry run' proved more than useful for the climax of Bersama Padu.

There was calm before that storm. The task force anchored off the Malaysian island idyll of Pulau Tioman for a weekend of R&R.

"The holidaymakers must have got a fright when they looked out in the morning to see in excess of 20 warships at anchor and large numbers of sailors commandeering local transport to get to the beaches," said Lt Cdr Al Murchie, Westminster's Marine Engineer Officer.

Beyond providing a welcome location for relaxation the beach on the island also became a temporary house of worship as Westminster's padre Andy Duff conducted his Sunday service on the sand.

The weekend over, the war began. The 'live' phase of Bersama Padu was a non-stop succession of incidents and challenges (think 'Thursday War', but lasting for a week and you get the picture).

The FPDA is very much more than a 'mere' military agreement. Vital to the success of Allied units working together is their ability to bond.

So numerous cultural, social and sporting events were arranged.

Westminster and survey ship HMS Echo, also on deployment in the area, formed a combined British team on the sports pitch for rugby 7s, 7-a-side football, tug-of-war and bucketball ("like

netball but a bit less friendly") among other sports.

New Zealand were declared winners of this 'Olympiad', four points ahead of the RN.

We should also give a special mention to Westminster's Lts John Gunter and Steve Talbot for their performance in the table tennis.

The ping pong duo prepared for the contest by converting the frigate's wardroom table into a makeshift table tennis 'court' (which must have made for interesting matches in rough waters).

After the sport came the social event: chefs from the various countries produced national dishes (in Britain's case Lancashire hot pot, Cornish pasties, homemade chutneys and, perhaps more surprisingly, a wheat sheaf).

It was then time for some national entertainment (please not morris dancers – Ed).

Well, it had to be the *Hornpipe* and *Heart of Oak* (phew – Ed) from the Brits, the Kiwis characteristically performed the haka while the Aussies plumped for the '80s hit *Down Under*.

"This deployment has been a tremendous example of what the Royal Navy is all about: hard work with operations, major exercises, and very high profile diplomacy visits to exciting countries, all countered by hard play during our periods off duty," said CO Cdr David Fields.

"It's good to see my ship's company rising to the challenges of each of these aspects with 100 per cent enthusiasm and effort."

After a closing ceremony, the frigate left Malaysian waters and headed east.

The turbulent political situation in Bangkok ruled out a visit to Thailand, unfortunately.

Instead, Westminster headed for the Japanese island of Okinawa on the first round of a diplomacy/defence sales tour of the Far East.

She is due to visit South Korea, China, Brunei, Indonesia and Saudi Arabia before returning home next month.



● Well, you'd look stern if you had to climb to the top of that... (Above) Two sailors pose at the foot of the Petronas Towers in Kuala Lumpur

● Chain gang... (Right) Sailors sweat under the South China Sea sun as they toil with Westminster's anchor gear



**Pictures: LA(Phot)  
Brian Douglas, FRPU  
Whale Island**



● They noodle, don't they?... When in Chinatown, you have to eat traditional fare

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# Frost-free for ice-cream frigate

**T**HERE was no icy reception for frigate HMS Cornwall in her recent tour of the Baltic states.

Back in the UK at the start of this month, the Type 22 has had a busy six weeks, involved in a two-week multinational exercise

Danex 06, and visits to Denmark, Estonia, Russia and Poland.

A weekend visit to festival-thronged Aarhus was the prelude to two weeks in the Baltic on Danex 06.

HMS Cornwall was the only British ship participating, alongside some 35 other ships from six different nations.

The exercise put the ships through their paces in protecting against terrorist attacks, providing disaster relief and evacuating civilians.

The frigate only returned to the Fleet at the start of the year after four months in refit in Devonport.

HMS Cornwall was the first and trial ship to take on the new style of operational sea training in the first half of the year, before plunging into Exercise Neptune Warrior in June.

The name Cornwall has been established within the Royal Navy since 1692.

The first warship to bear the name was an 80-gun third rate. This ship was twice rebuilt, in Rotherhithe and Deptford, and after a period of retirement saw service in the Spanish War in 1742, then in the West Indies. Her career ended as a prison ship until ultimately broken up in 1761.

The career of the 74-gun third rate was shorter than her predecessor. Built at Deptford in 1761, the ship served in the Channel until the end of the Seven Years' War in 1763, then headed off to America.

The warship was badly damaged in action against the French off Martinique in 1780 – a month later she was judged too badly damaged, and burnt in St Lucia.

The name almost flickered into existence once more in 1807 as



● HMS Cornwall at anchor off Fowey, known as the 'ice-cream frigate' because of her F(lake)99 pennant number

a name for the captured Heir Apparent, but in the end it was not used.

The third Cornwall was another 74-gun third rate, built once more in Deptford and completed in 1812.

She worked in the Channel Fleet for the next two years until the end of the Napoleonic War.

Modified in 1831 to a single gun-deck of 50 larger guns, she never saw active service again.

Instead in 1859 she was loaned to the London Association for use as a juvenile reformatory school, then swapped names with HMS Wellesley in 1868 to become a training ship on the Tyne. The former Wellesley took over the reformatory school duties as HMS Cornwall.

This Cornwall lasted on the Thames until World War 2, when a German bomb sank her.

The next HMS Cornwall also

had a run-in with the Germans, but the 9,000-ton armoured cruiser of 1902 survived her World War 1 role against the enemy fleet off West Africa, the Falklands, Gallipoli, the East Indies and the China Station. She became a convoy escort between the UK and Canada from 1917 and paid off two years later.

The penultimate Cornwall, launched in Devonport in 1926, served on the China Station until

the start of World War 2 when she joined the East Indies fleet.

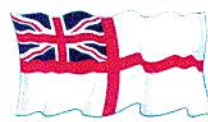
After working in several theatres of operation around the world, the heavy cruiser joined the Eastern Fleet off Ceylon in 1942.

In early April Cornwall and her sister ship Dorsetshire were sighted by Japanese aircraft, they were swiftly overwhelmed by some 50 dive-bombers that sank both ships in moments – 190 of a crew of 650 were lost.



## Battle Honours

Falkland Islands..1914  
Dardanelles.....1915

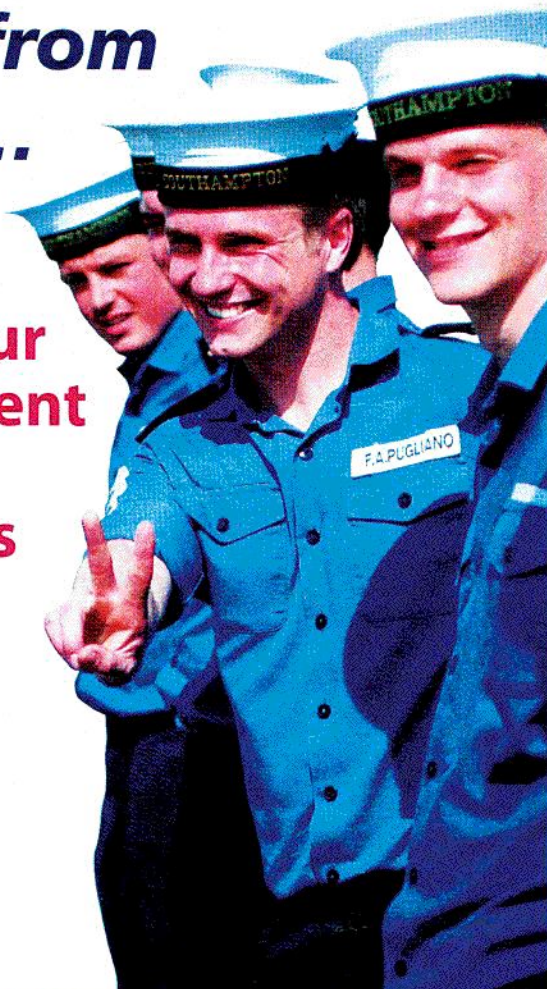


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## HEROES OF THE ROYAL NAVY No.31

### Capt Frederick Thornton Peters

NOVEMBER 1942, Operation Torch. A battered and partially-blinded man walks through the North African port of Oran – Captain Frederick Thornton Peters, survivor of the suicidal charge of HMS Walney and Hartland.

"His bearing was most admirable when he subsequently led his surviving officers and men, conducted as prisoners through the streets to prison, many of them wounded, soaked in oil fuel and barefooted."

One of the oldest recipients of the Victoria Cross, the Canadian Frederick Thornton Peters VC, DSO, DSC and bar had led an interesting career up to this point.

His initial career in the Royal Navy began as a boy of 15 in 1904, and ended in 1913 when he left stating that 'his family's coffers needed filling'.

In September 1914 he was back in the Senior Service, winning a DSO for gallantry during the Battle of Dogger Bank in 1915, and was awarded the DSC in 1918.

With the end of hostilities Peters received a plum posting to HMS Queen Elizabeth, flagship of the Home Fleet. But he retired from the Service once more before he took it up.

He returned to Canada. He apparently sold boots to the Russians. He grew cocoa on the Gold Coast.

Then war drums beat once more, and Peters rejoined the Navy, promptly netting a bar to his DSC in 1940 as CO of anti-submarine trawler HMS Thirlmere.

In 1941 Peters became head of the school for secret agents at Brickendonbury Hall, and he figures in the autobiography of the infamous spy Kim Philby.

Peters, the dynamic Naval captain, was not suited to the spying world. When he called Philby and Guy Burgess to his office to tell them that he had resigned the post, Philby wrote: "He was clearly happy to be going back



● Capt Frederick Thornton Peters

Picture: Kenneth Williams Collection

to his little ships after his brief baptism of political fire."

Peters' dash and courage were far better suited to his final Naval role – Operation Torch, the Allied landings in North Africa.

On November 8, 1942, Acting Captain Frederick Thornton Peters in the former US Coast Guard cutter HMS Walney, accompanied by HMS Hartland, broke through the harbour boom that protected the North African port of Oran.

The ships were bristling with US Rangers and specialists to take over the harbour's operations.

But this was a headlong dash into the harbour's shore batteries, and the guns of a

French cruiser and a destroyer, La Surprise and Epervier.

Peters was the only one of 17 men on Walney's bridge to survive, although at the cost of one of his eyes.

The cutter reached the jetty and pulled up beside the French warship Epervier, the Rangers burst out, and released from her death-chance Walney, shattered by gunfire, exploded into flames and sank.

Hartland fared worse – from the company of the two ships, 270 men were killed.

Peters and his few survivors were taken prisoner by the Vichy forces, and marched dishevelled and covered in fuel through the port city to the prison.

On November 10 Allied forces overtook Oran and released the prisoners. Peters was carried through the streets where the citizens hailed him with flowers according to his Victoria Cross citation.

But the story ends sadly after the triumphal march through north African streets.

On his way home on Friday November 13 Peters' plane crashed into the Plymouth Sound at the entrance to the dockyard.

The body of this most unconventional Naval officer was never recovered.



# Not just another Lynx

**T**HE Future Lynx is a creature of the desert and the mountains, ideally suited to the hot and high conditions of expeditionary warfare.

This cousin to the Navy's current Lynx helicopter is taking shape under the guiding hands of AgustaWestland and MOD experts in Yeovil.

The FLYnx – as it is currently abbreviated while the military consider a suitably feisty name – will arrive in two closely-related forms, grey and green for the Navy and the Army.

Capt David Evans, head of the Lynx IPT (Integrated Project Team), said: "The advantage is it's a very similar aircraft for both the Army and the Navy.

"They are both 'marinised', and they are both fit for the battlefield.

"And that's a real win, that we've taken two very different requirements from the Army and the Navy – but here we are with one product that can satisfy both."

And it's important to remember that while current orders for the FLYnx weight the greater number towards the Army, the Naval aircrew of 847 Naval Air Squadron currently fly the Army's Lynx Mk7.

Seventy Lynx have been ordered split 40:30 between the Services with options on another ten.

The current Lynx fleet stands at 166, but before the drop in numbers causes a sharp intake of breath, Capt Evans explained: "We are going to produce a smaller number of much more capable aircraft.

"This new generation of aircraft will have a much better operational capability and will be able to fly more hours per year."

FLynx will not balk at the environmental challenges of hot and high in places like the Gulf and Afghanistan – parts of the world for which the Cold-War conceived Lynx was not designed.

"The dominant change to achieve that is the engine, the LHTEC CTS800," said Capt Evans.

This engine has already proven its worth in the Super Lynx aircraft, flown by nations like Oman where hot and high is everyday business.

"The next step forward is a completely new design and construction of the fuselage, so we are debugging all of the tricky areas.

"We will have a fuselage manufactured with all of the up-to-date techniques rather than the thousands of rivets technology that we have employed for years.

"The Lynx is unusual because its fuselage actually has a fatigue life – a bit like fixed wing aircraft.

"The old aircraft had a finite life. We have a design that can almost double flying hours."

The Lynx is sharpening its claws, narrowing its eyes and raising its hackles. In ten years-time, the Royal Navy will be operating with the Future Lynx – the next generation of maritime helicopter. The Fleet Air Arm will be flying a Lynx aircraft that will be sharper, tougher and more talented than any that we have already seen.

This new design has a much stronger lift capability and can stay in service longer.

Capt Evans stressed: "It's got to be more reliable, and more maintainable – therefore our front line should be enjoying a much better product."

An improved tail rotor will offer better handling at low speed and maximum speed for the aircrews.

And engineers and ground crew are not forgotten with a huge amount of effort going into supporting reliability and maintainability, learning from the current aircraft and debugging where needed.

The Navy's grey rotorcraft will be further enhanced with a 360° scanning digital colour radar system to best equip the helicopter for its maritime surveillance role.

"The maritime FLYnx will be

able to search, identify and target using either its guns or missiles."

Capt Evans said: "I am delighted that the way ahead for the future is the next generation of the proven Lynx family.

"This is a more capable, reliable and maintainable aircraft, with better performance."

The reality of FLYnx is rushing upon us. The first FLYnx trials aircraft will be in the skies over Somerset within three years.

In ten years the first FLYnx (or whatever suitable name has been chosen) will be starting to operate with the Navy.

In 15 years the Services will be entirely flying the Lynx's new relative.

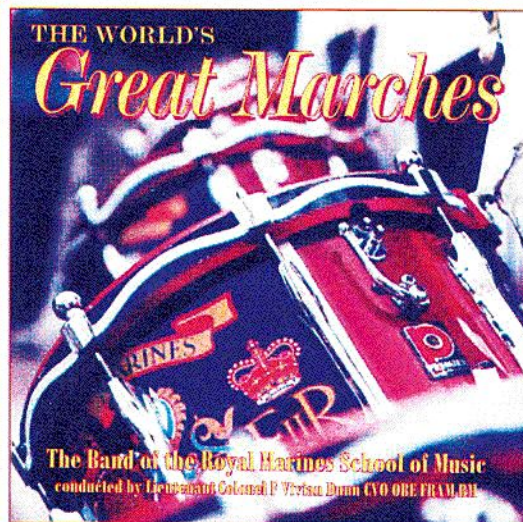
Capt Evans concluded: "This is excellent news for the front line, the MOD and industry. We are working together to deliver to the front-line user what they need for expeditionary capability."



● The Naval variant of the Future Lynx hovers over the back of a frigate in this artist's impression



● Artist's impression of the Future Lynx as the Army's Battlefield Reconnaissance Helicopter



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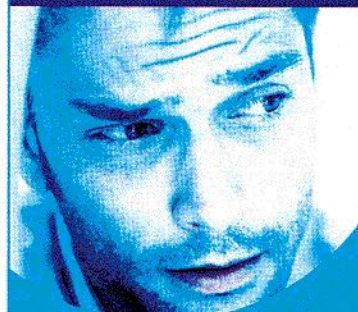
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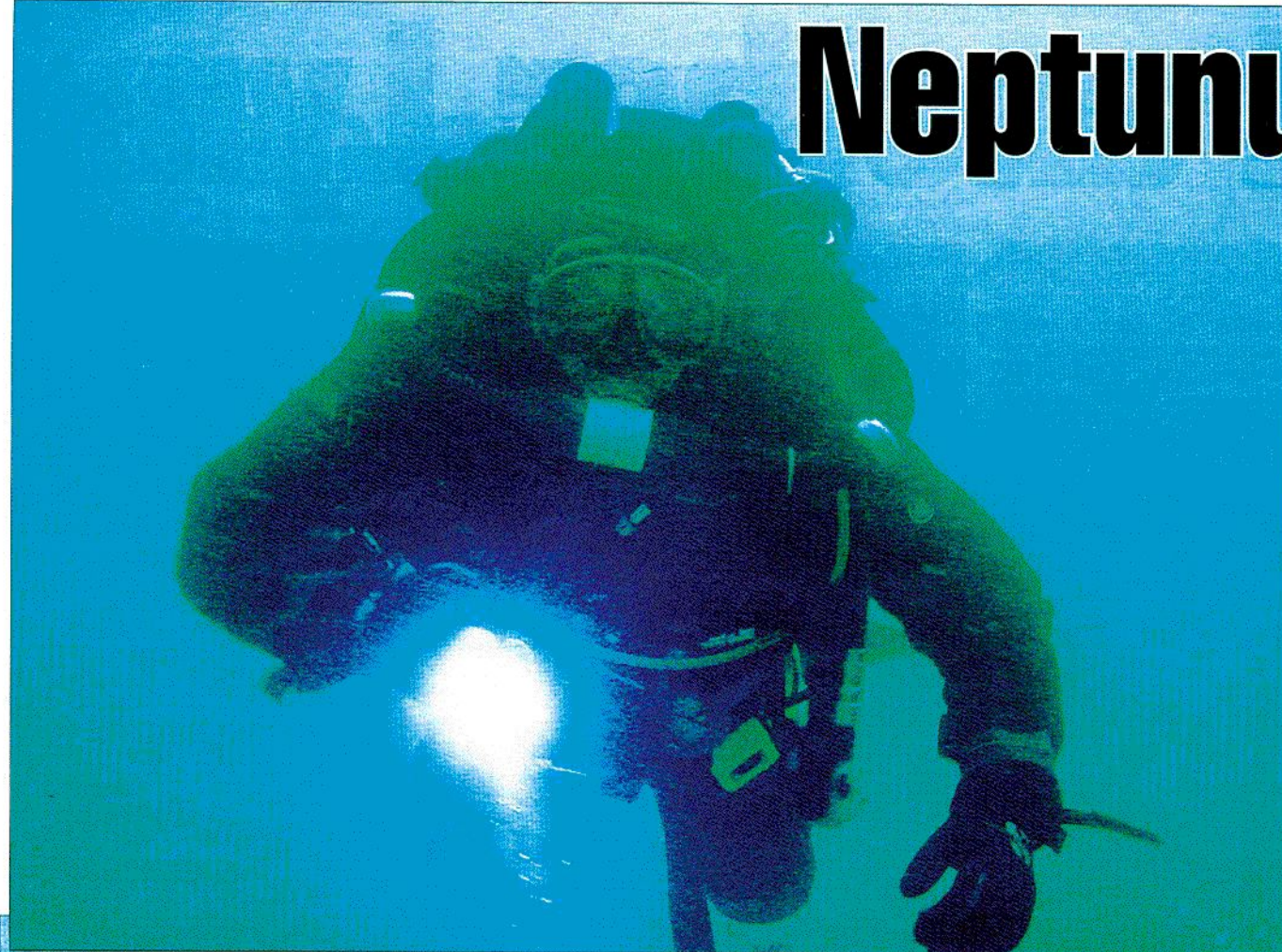


"When you realise there's someone who really can help, it's like waking up from a bad dream."

Leading Hand James Bentley, Newcastle



# Neptunus wrecks



● Carrying a torch (top) Lt Scott Maxwell peers through the green gloom and (above) after 60 years below the two rather sinister-looking bollards on the wreck of merchantman SS Tonis Chandris have assumed the form of crosses



● Sacred duty... (above) the RN's battle standard is attached to the wreck of HMS E49 and (right) don't even think about coming in here... two fierce-looking crabs guard their home on the encrusted wreck of HMS E49

ON the evening of September 3 1939, the 13,000-ton liner *Athenia* was slowly making her way through the North Atlantic bound for Montreal.

As her 1,000-plus passengers finished their evening meals, the ship was rocked by an explosion. Within minutes, the Atlantic closed over the liner and first blood had been drawn in the U-boat war.

*Athenia's* sinking became an international incident, but 25 years earlier a far more grandiose vessel met her fate in Scottish waters – and the Admiralty wasn't keen to publicise it.

She wasn't torpedoed, she didn't fall victim to German guns.

She fell victim to bad navigation, plunging into a rock.

There's not much left of RMS *Oceanic* 90 years on from her grounding on Foula in the Shetlands.

But that doesn't stop the divers of the Naval Air Command Sub-Aqua Club taking a look.

The annual two-week expedition by the divers – despite the club's title, most are not airmen these days – took the explorers to the waters of Shetland.

The ambitious exped had wide-ranging aims from diving on well-known wrecks to raising money for charity, finding a Dutch wreck, helping wreck experts update their files and, finally, placing the RN battle flag on hallowed ground.

First up for the ten frogmen was Foula, the westernmost island in the Shetlands, and the wreck of the *Oceanic*.

The 15-year-old liner earned the tag 'the other Titanic' after she ran aground on a reef thanks to a calamitous mix-up by the bridge team – half merchant sailors and half RN personnel.

She had been hurriedly converted into a merchant cruiser at the war's outbreak and the prefix RMS replaced by HMS.

*Oceanic* was perched high and dry for almost a month as frantic salvage efforts tried to save her before a storm blew up and wrecked her.

Many of her remains were eventually salvaged in the 1970s – RN divers in the '20s had claimed she was 'undiveable' given the equipment of the day – but there is enough left on the seabed for intrepid sub aqua experts to inspect.

"Most of us managed to explore the boilers and the fire box tunnels were large enough that divers were pushed through as each wave passed over the reef above," said expedition leader CPO Steve Jackson (HMS Sultan).

"The pieces of wreckage are very large – the plates that made up the ship's side were distorted

out of all recognition though.

"Some of the divers reported two massive anchor winches next to a large rock the size of a house. Was it the rock that the ship foundered on? We'll never know."

While the wreck of the *Oceanic* bears little resemblance to the once-majestic liner, the remains of submarine HMS E49 are instantly recognisable.

She fell victim to a German mine off the uninhabited island of Hune, near Unst, in the spring of 1917.

"As the divers descended the shot line into the gloom, a black cigar shape could be made out in the distance," said Steve.

The remains of the boat lie half-buried in the sand; the divers' first act was to fix a White Ensign to the official war grave.

Caught by the tide, it 'fluttered' gently beneath the waves.

Next up was some charitable work.

The divers headed for the wonderfully-named isle of Muckle Flugga to dive the most northerly point in the UK, the Out Stack, raising more than £700 for Mencap in the process.

The good deed done, it was back to the wrecks, this time the SS *Tonis Chandris*.

The merchantman is one of the manifold victims of this treacherous coastline, lying close to Vere rock.

She remains an impressive sight, 65 years after it sank.

"It's so large and spread out that it took several dives to explore – the massive engine stands directly upright and the ship's bollards could be identified, although they're heavily encrusted," said Steve.

"Amazingly the sun shone that day and as the sunlight penetrated the waves, the visibility in the water became similar to the Red Sea." (Probably not as warm though – Ed.)

Not all the dives were successful. The team searched in vain for the 25 cannon of HMS *Pylades*, tossed over the side to prevent her foundering, while drifts of sand probably hid the wreck of the SS *Jane*.

An angry lobster (made angrier by having just one claw apparently) helped to thwart efforts to find the 18th-Century Dutch merchantman *Rijenburg*.

"All in all it was a very successful expedition," said Steve.

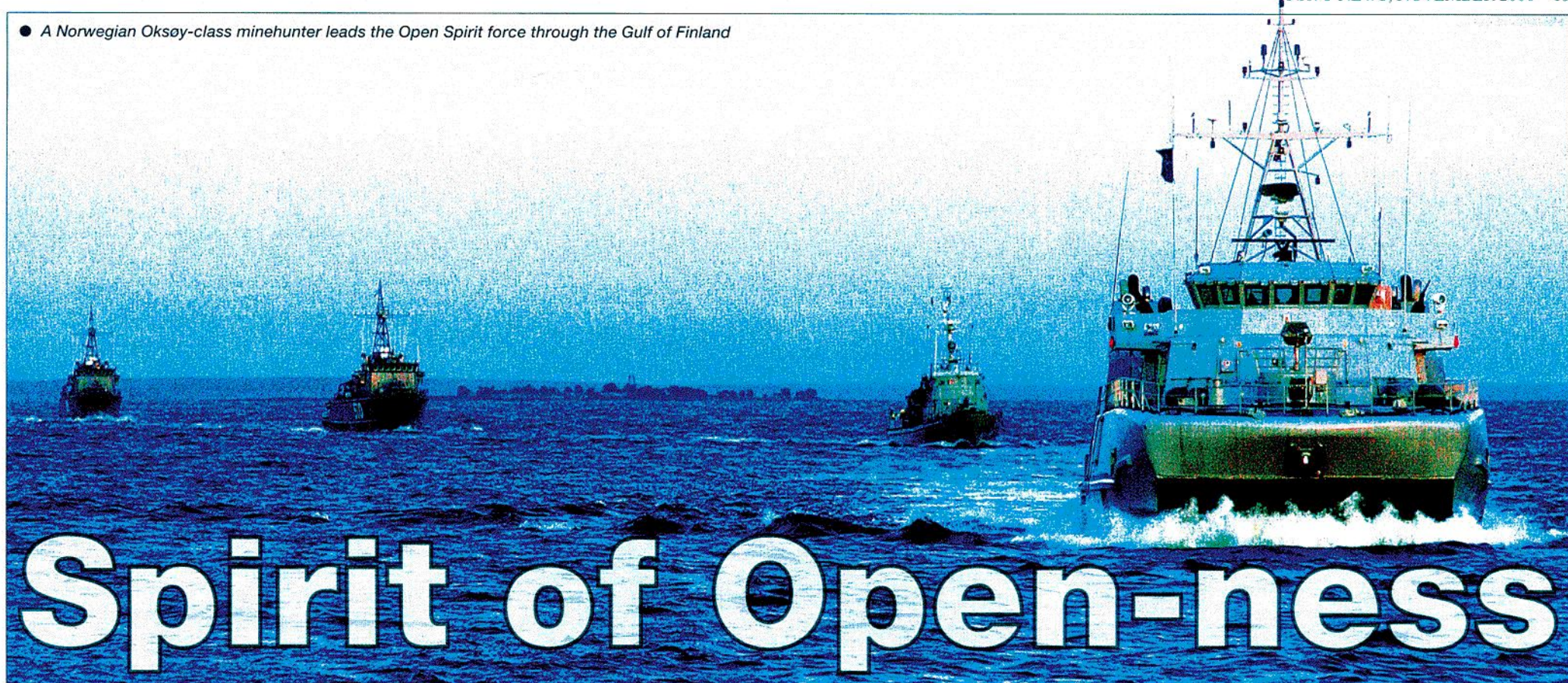
"All of our aims were achieved and the information we gathered will be passed on to wrecks officers at the Hydrographic Office and the Nautical Archeological Society as part of their 'WreckMap' Britain project to update charts of the UK's waters." (*Oceanic*, for example, lies a quarter of a mile from her charted position.)

More details on the Sub Aqua Club on 01752 405573.





● A Norwegian Oksøy-class minehunter leads the Open Spirit force through the Gulf of Finland



# Spirit of Open-ness

MORE than six decades after the guns fell silent in Europe, the legacy of the cataclysm of Hitler and Stalin's titanic struggle lingers.

'Lingers' is perhaps a rather mellow verb to describe the work of HMS Middleton which has been blasting her way through northern waters.

The Hunt-class minehunter joined 26 warships from 14 nations for Exercise Open Spirit, a major sweep through the waters off Estonia in the Gulf of Finland.

Between them the Kriegsmarine and the Red

Fleet laid an estimated 80,000 mines in the Baltic and approaches to the Gulf of Finland during World War 2; many remain in the water.

But the ordnance dumped in the region in some instances dates back to the Crimean War (despite its name, the conflict also saw British warships in action in the Baltic and Gulf of Finland).

The force sent in to deal with this legacy ordnance comprised ships from Belgium, Germany, Denmark, Finland, the Baltic states, and Russia *inter alia*. Beyond traditional



minehunters and divers, the force also deployed four robot drones to find the decaying ordnance on the seabed.

Middleton's diving team left the British warship behind for Open Spirit, operating instead from Dutch minehunter Harlaam.

"Working with other NATO dive teams has been an interesting and enjoyable experience," said Leading Diver Mike Ripley.

"It's also allowed our younger divers their first taste of 'live' mine ops."

Those 'live ops' saw 119 mines discovered, 53 of which were dealt with using charges either laid by divers or robot submersibles.

On an interesting historical note, the force found the wrecks of WW2-era aircraft beneath the waves; the details of these relics have been passed on to the German and Russian authorities for further investigation.

Middleton has deployed with NATO's Standing Mine Countermeasures Group 1, a force of nine minesweepers/hunters.

She will stay with the force until December when she returns to Portsmouth.

● Stern look... Russian minehunter BT230 on patrol, as seen from HMS Middleton's stern  
Pictures: PQ(Phot) 'Brad' Bradbury, NATO Northwood





# Prayer force one

SAILORS sometimes seem a tough, cynical lot on the surface, but most of them like the reassurance of having a chaplain in their ship. 'Top Bish' – Chaplain of the Fleet the Venerable John Green – explains to **SARAH FLETCHER** why that is.

**W**AR and God may seem unlikely bedfellows.

Mars is the master of death, destruction, the Almighty is the creator, the benevolent, the giver of life.

Yet rarely do thoughts of God, belief, existence, matters of life and death as Powell and Pressburger so neatly described them, come to the fore as they do in time of war.

"War and conflict have a wonderful habit of concentrating the mind," the Venerable John Green succinctly puts it.

Indeed, minds presently are especially concentrated. Around 3,000 Royal Marines, sailors and Fleet Air Arm personnel are deployed to Afghanistan where for the next five months they will hold the right of the line in the struggle against insurgents.

Their constant rocks will be five Naval chaplains.

"Many of those young Royal Marines out there now are seriously contemplating issues of life and death – perhaps for the first time," the Chaplain of the Fleet continued. "Dangerous situations make people think."

Where Jack, Jenny and Royal goes, so does 'bish' – the most common of the affectionate nicknames given to the Navy's 72 chaplains.

"The chaplain shares the lot of the people he or she is working with, but is not one of them," Mr Green explained.

"As a chaplain you are not completely at home anywhere, you're

not quite Royal Navy but not just church, you wear both hats, and both sides can be suspicious of you."

That 'not quite Royal Navy' status is born of the fact that Naval chaplains, unlike their Army counterparts, have no rank. They are outside the chain of command.

Their remit is to "meet the needs of other faiths and none," so the level of care they offer is not dependent on the religion or beliefs of the person receiving it.

"We work with lots of people for whom religion is irrelevant," said Mr Green. "But by looking after people and serving them, by going further than you have to go, you can raise questions in their minds."

"Religion is not about believing incomprehensible things in order to escape from the harsh realities of life. It's about wrestling with them to understand its incomprehensibilities. Bland theological answers won't do."

The Chaplain of the Fleet has done plenty of service at the sharp end, although as the Navy's most senior chaplain and figurehead, his duties are now mainly advisory and representational.

When he became Chaplain of the Fleet in March, he took over a review of the chaplaincy service which will report its findings next spring.

Already, he has found a groundswell of support for the Naval Chaplaincy to stay much as it is.

He said: "At a Commanding



● Let there be light... Chaplain of the Fleet The Ven John Green blesses patrol ship HMS Clyde at her naming ceremony

Picture: LA(Phot) Mike Handy, FRPU Whale Island

Officers' seminar in Devonport the unanimous message was 'we don't want you to be radical. Your value is being there and having time for us.'

"And certainly, people who have driven ships tell me there is never a question of why the chaplain is there – especially at sea."

He added: "But the Royal Navy has changed so much that we need to look at where our chaplains are, and where they are most needed,

to make sure we are not wasting our efforts."

If the number of chaplains were cut, professional counsellors could take over much of the pastoral work, but as the Chaplain of the Fleet explains, the service wouldn't be the same.

"What we offer is unique," Mr Green said. "A professional counsellor might help people from nine-to-five, but with us you are getting someone whose whole life is utterly about service."

The Chaplain of the Fleet's own spiritual journey began in 1953, when he was born in London's Docklands.

He said: "I'd been brought up in the East End of London and my family went to all the usual wedding, baptisms, and funerals, but we were not otherwise a church-going family."

"My mother had a strong, if unconventional faith, and taught me to say my prayers every night. I can't think of a time when God wasn't real to me."

"But there was no magic moment, no Damascus road conversion. People come to faith in all kinds of ways, and the sudden flash of light is probably the least typical."

There was, perhaps, a 'road to Damascus' moment for his Royal Navy conversion.

As a parish priest in Hertfordshire he became involved with a Sea Cadet unit in St Albans.

"I knew how to tie knots, so I

would teach the youngsters, and after a while I became like a mascot to them. I would go on weekend training and they would say to other units 'don't you have a chaplain too?'

"I went on courses with them and they even made me a chaplain's cap. I took to it like a duck to water, and the area officer said I should do it full-time. And the rest, as they say, is history."

John Green joined the Navy in 1991 and enjoyed his initial training at Dartmouth.

"I took all the marching up and down and shouting in my stride. And when it came to sea-time later, I always enjoyed it," he said.

The 'top bish' is acutely aware of the problems separation brings for his chaplains.

"One of my priorities in this job is to look after the families of chaplains," he said.

"The separation from family was very hard to bear. My wife Jan and I don't do separation very well – not many people do. I did question whether married life with two small children was compatible with me serving at sea."

"I seriously thought about leaving, but we talked it through and I decided to stay. I think the fact that Jan knew I did put her first and was prepared to leave was a deciding factor."

He added: "I like chatting to sailors, I like their sense of humour and their approach to life. But going to sea is one of those things where it's possible to feel happy

and sad at the same time."

Naval chaplains often face difficult situations, particularly in combat, which challenge the faith of those around them – and sometimes their own too.

"I have been angry with God. I have even given Him the cold shoulder. But I have never thought He is not there," Mr Green explained.

"There are moments of immense loneliness in the middle of all the bustle, and it demands a certain amount of strength."

After a varied career at sea with small ships, destroyers and Ark Royal during the 2003 Iraq war, today his sea days are mostly over.

But still takes as many services as he can, even sometimes playing the organ for the closing hymn, as he did at a service for the Sea Cadets in Whale Island in October, or donning a microphone for a hi-tech multimedia naming of HMS Clyde.

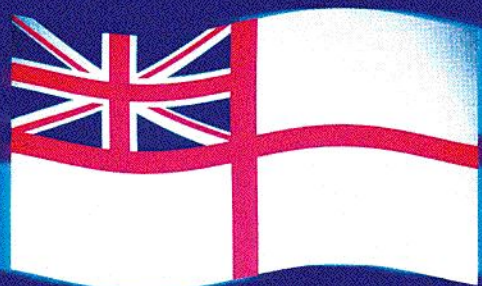
One of his principal aims is to form a Royal Naval Reserve Chaplains' Branch, with the same recruitment criteria as regular chaplains, but with a remit to backfill posts rather than deploy.

Most of all, he wants to provide the Navy with a motivated family of chaplains who are happy in their work and dedicated to the needs of everyone.

"Most good chaplains end up putting up with an awful lot of things, but you're called to do it, and we do it willingly," he said.

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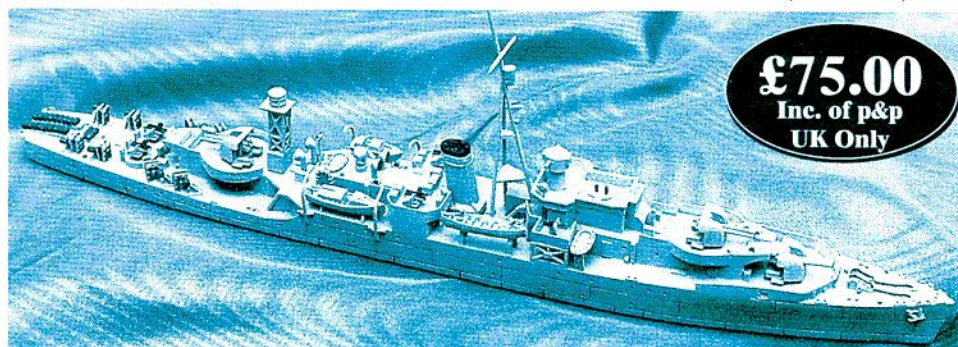
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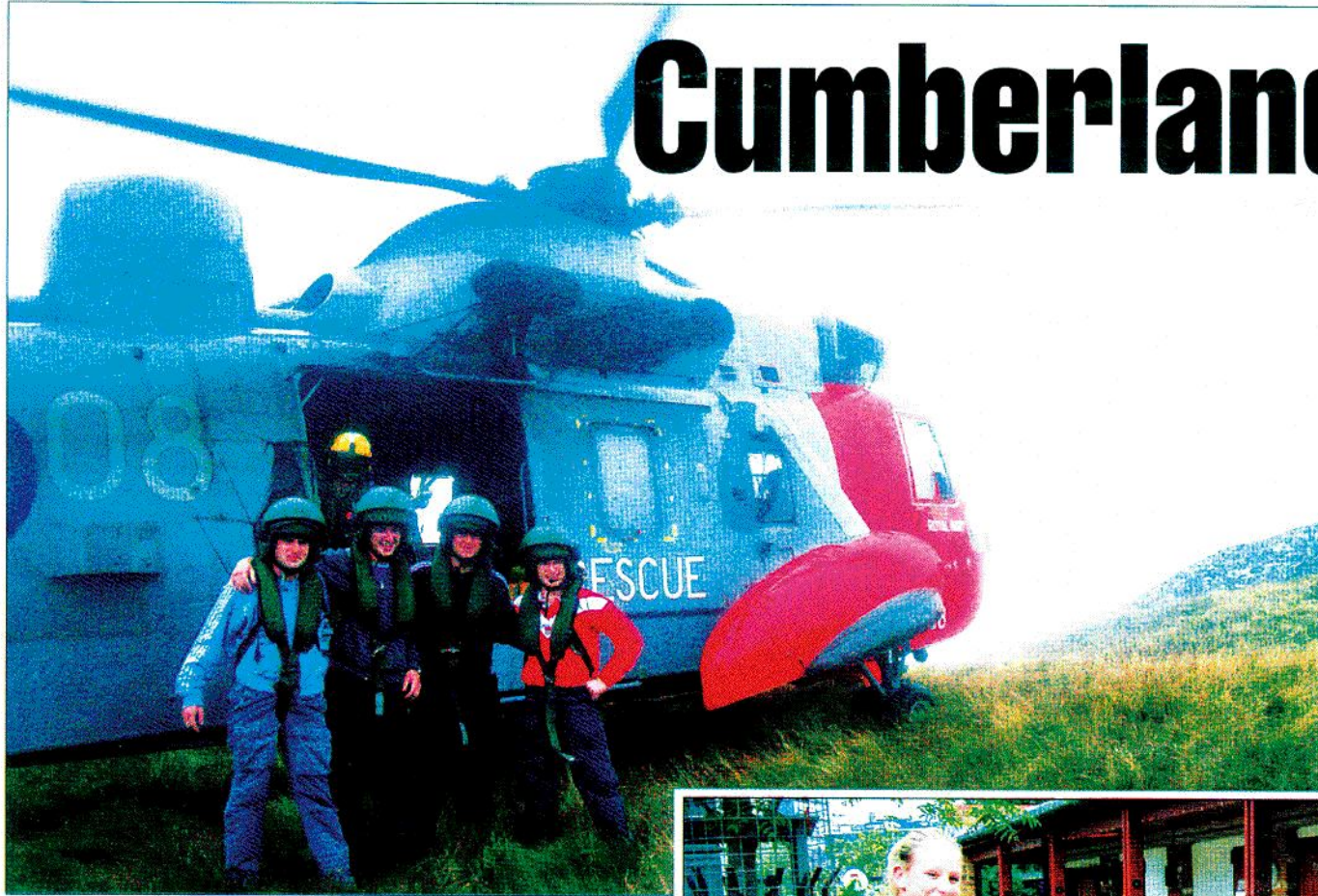
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# Cumberland resource



● The HMS Manchester Ship's Company team hitch a ride in a search and rescue helicopter to the summit of Ben Lomond (above)

● One of the HMS Cumberland teams fulfils one of the requirements of Exercise Resourceful Challenger – milking a cow (right)

## Reservists step in to help guard Kent

THE ROYAL Naval Reserve has achieved an operational first in support of the Senior Service.

A team of 12 Reservists from across the South West spent two weeks in HMS Kent alongside in Dubai, augmenting the ship's force protection team.

This was the first operational deployment, outside of mobilisation, of the General Service Seaman Reserve (GSSR) branch of the RNR in support of the Fleet on operations.

The team on board Kent stepped into a specialist support role, supplementing the ship's company and allowing them more time to relax following patrols in the Gulf.

Members of the branch train throughout the year in weapons and combat techniques, allowing them to provide a deterrent force capable of guarding ships in times of heightened threat levels.

But it was not all work –

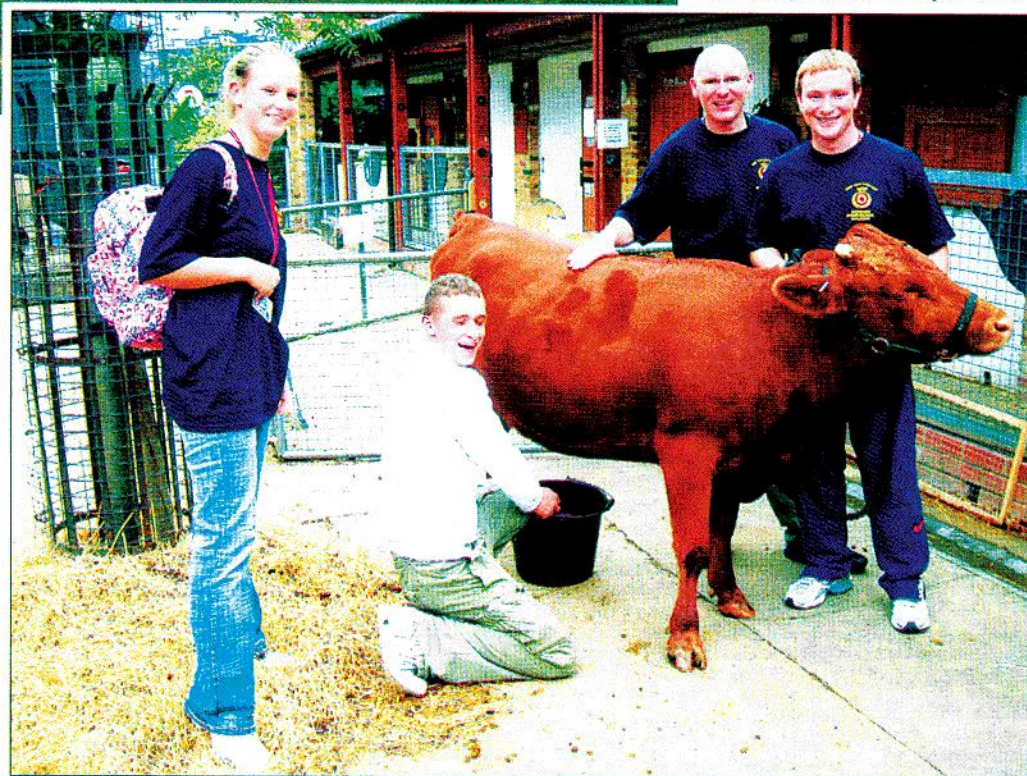
the Reservists also had the chance to sample life in a foreign port.

Team leader PO Diana Cope, a mother-of-three based at HMS Flying Fox in Bristol, said: "The ship's company has been very welcoming and helpful, and we have had very positive feedback that our presence on board has made their time in Dubai all the more enjoyable, especially after the hard few months they have had on patrol in the Northern Arabian Gulf."

It is hoped this type of deployment will become the norm, with each individual member of the GSSR branch deploying in support of the Fleet around once every three years.

Such deployments also fulfil the need for every Reservist to undertake two weeks' operational role training each year.

And the initiative also chimes in with a move to integrate the Reservists more closely with the operational Royal Navy.



## Busy weekend

NORTHERN Reservists fired weapons, tackled the assault course and honed military skills at a training weekend at a battle camp near Dundee.

Over 50 Reservists attended, from HM ships Scotia (Rosyth), Dalriada (Greenock), Calliope (Tyneside) and Eaglet (Liverpool).

## All set for Neptune Warrior

A FLEET of nearly 30 vessels and more than 60 aircraft were due to take part in the latest Neptune Warrior wargame staged off the West Coast of Scotland as *Navy News* went to press.

Directed from Clyde Naval Base, some 4,000 Servicemen and women from 11 nations will use the exercise to hone a number of skills in littoral warfare – skirmishes and operations along coastal waters.

The countries taking part are the UK, the United States, Germany, Greece, Turkey, Italy, Norway, Belgium, Canada, France and Denmark.

Neptune Warrior – formerly the Joint Maritime Course or JMC – creates the opportunity for allied forces to work together in a pressurised simulation of an evolving operation, first in a work-up period then in the crisis scenario itself.

More than 32 land-based fast jets are included in the cast list, as well as three submarines, giving participating ships a comprehensive set of threats on the surface, below the waves and in the air.



● Lady Elgin and OM Gordon Naughton cut the anniversary cake

Picture: LA(Phot) Jim Fenwick, FRPU(N)

## Birthday for Caledonia

TEN years after cutting a ribbon to mark the birth of HMS Caledonia, the Countess of Elgin and Kincardine returned to the Scottish support base to cut the anniversary cake.

The Countess was assisted by the base's youngest member, OM Gordon Naughton.

Commanding Officer Cdr Nick Stenhouse presided over

the birthday celebrations for the base, which is home to a number of lodger units including RNR unit HMS Scotia, Director Naval Recruiting Scotland and the RM Band Scotland.

In addition, the Caledonia Fair organising committee presented £4,500 cheques to the Sea Cadets, the Jennifer Brown Research Fund and to Edinburgh Sick Kids.

A FABERGÉ egg, a monkey suit and a pub sign – all in a day's work for the modern Royal Navy sailor.

Well, two days work, to be precise, and the wish-list was particularly pertinent to those who took part in HMS Cumberland's Command, Leadership and Management exercise.

Dreamed up by the frigate's Logistics Officer, Lt Cdr Lanny Vogel, Exercise Resourceful Forager pitted 11 teams of four against a list of challenges, with the ultimate prize being the Cumberland Cup.

Starting with minimal information – a clue to decode which revealed the location of their task list – each team had to accomplish a number of activities, including:

■ Furthest distance from Plymouth; maximum height above sea level; maximum depth below

sea level; maximum altitude

■ Photos of a celebrity, a member of the Navy Board, a team member milking a cow, a team member feeding a shark, an RAF fast jet, a search and rescue helicopter, a building which pre-dates 1500 and as many county signs as possible.

Points were allotted for each task, accomplished at no expense – so all credit to the teams who procured hire cars, or spent the night in plush hotels.

Cumberland herself provided five teams (the Warfare team won Best Foragers title while the Logistics team were overall runners-up); HMS Manchester had two in the exercise (one of which gained the furthest distance, Glasgow), and there was one team each from HM ships Portland, Liverpool and Nottingham and the Submarine School at HMS Raleigh.

Pride of place went to the Submarine School, which took the Cumberland Cup – although Portland's team deserve an award for managing to 'borrow' a Fabergé egg.

The Raleigh team – OM 'Taff' Cooper, CPO 'Doc' Kew, LWEAs 'Needles' Stainforth and 'Zak' Cadman, managed by Lt Paddy Beegan – travelled to Gretna by Avis hire car, visiting Britain's highest village (Flash in Staffordshire) and Hadrian's Wall on the way.

Stops in London and the Blue Reef Aquarium in Portsmouth (to feed the sharks) helped put the ticks in the required boxes, while some last-minute scavenging back in Plymouth also proved useful.

The Commanding Officer of HMS Cumberland, Capt Simon Ancona, said the event showed what could be achieved in 48 hours with no notice, little or no resources but bags of initiative and determination.

"The success of the exercise only goes to prove the professionalism and 'can do' attitude of the Royal Navy," said Capt Ancona.

The ship is hoping that the Command, Leadership and Management Cell at Dartmouth will be able to carry on the challenge, in some form or another, as an annual event.

## Leadership training helps build teamwork

BUSINESS gurus have for some time recognised that an enterprise will only succeed if it has good leadership and good 'followership'.

That theory dovetails nicely with the Royal Navy ethos that 'The Team Works' – the best results will be obtained by effective team members who are well led.

A crucial factor in the development process is the Outdoor Leadership Training Element (OLTE) located in a remote spot in the Brecon Beacons of South Wales.

An outstation of the Command Training Group – itself part of the Maritime Warfare School at HMS Collingwood – the Outdoor Leadership Training Element (OLTE) located in a remote spot in the Brecon Beacons of South Wales.

Whatever the make-up of the course, the objectives – which should translate into a greater Front Line capability – are broadly similar:

■ Promoting the importance of working as an effective member of a team

■ Developing embryonic command, leadership and management (CLM) skills

■ The management and recognition of stress under arduous conditions

■ Enhancing the personal qualities to develop a more robust leader or team player, including



self-discipline, confidence, motivation, a positive attitude and courage.

As such, courses at OLTE are at the forefront of the Dark Blue Line initiative, refocusing on the left-arm skills (leadership) and thereby redressing the balance with the right-arm skills – the specialisation badges are worn on the right arm.

The officer-in-charge of OLTE is based primarily at HMS Collingwood, in Fareham, but has a permanent staff of 15 in the Welsh mountains, with a Warrant Officer Physical Training running the centre.

OLTE is no stroll in the (national) park – all students must be in date for their RN Fitness Test.

Students can expect to spend their time in South Wales exposed to the elements – they will be outdoors for the majority of the training, and will camp out overnight

for the duration of their stay.

They will cook for themselves, no alcohol is allowed, and no one leaves the site unless supervised by OLTE staff.

Mobile phones can be used – if you are lucky enough to get a signal – and the training itself is arduous.

But staff are confident that students will respond to the physical and mental challenge of working in a very different environment, and by the end of the course students should have seen a strengthening of both leadership and team-working skills.

Individuals will be more aware of the capabilities and limitations of themselves, as well as their colleagues, and the centre is an acid test in the transition of an able rate into a leading hand – which, the centre literature reminds candidates, attracts the title of 'Superior Officer.'

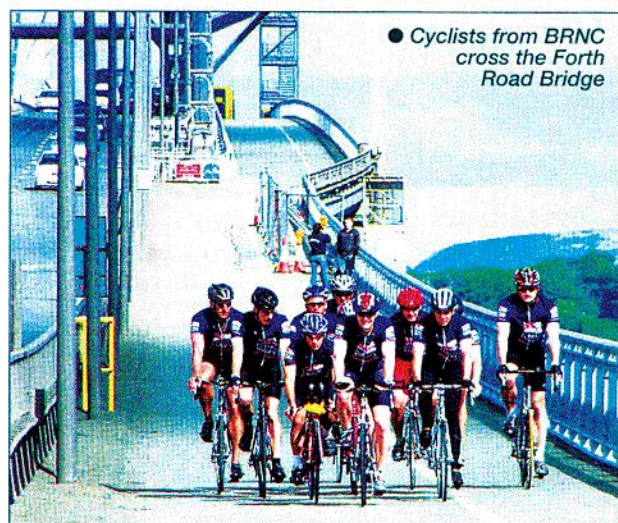
## German link

GERMAN frigate FGS Köln took time out from a busy training schedule to host the launch of the Anglo-German Society in Devonport Naval Base.

The warship was on a six-week Operational Sea Training package, under Flag Officer Sea Training, and welcomed Angela Spatz, the honorary Consul of Germany, on board to oversee the launch.

The society will provide an opportunity for English and German speakers to meet regularly.





● Cyclists from BRNC cross the Forth Road Bridge

## Britannia sets Forth

NINE sub-lieutenants from Britannia Royal Naval College set out on the gruelling slog from John O'Groats to Lands End to raise money for Shelterbox.

Over each of the nine days the team of cyclists covered some 120-130 miles, dressed in their RNRM Cycling Association gear to fly the flag in some of the inland areas of the country.

S/Lt Roger Skelley said: "Although some of us can't bear to look at a bike ever again, we are still thinking of other challenges to undertake next year."

"We had six punctures, broke five wheels, used countless cans of oil, and three of the riders visited casualty units – all after

receiving minor knee injuries."

It isn't just junior officers from BRNC who have been busy on their bikes.

Nine from HMS Raleigh joined with 250 others to take part in this year's Pedal for a Medal event, organised by the Muscular Dystrophy Campaign.

Raleigh's participation was organised by MAA David Simpson after he was approached by a friend whose twin daughters both suffer from Spinal Muscular Atrophy.

The campaign is the only national charity focusing on all muscular dystrophies and allied disorders, providing practical, medical and emotional support.

## Rotary works hard for Wales

ACROSS the country personnel from the Joint Helicopter Command (JHC) tested their endurance in events for St John Cymru, Wales, the charity that provides first-aid support through its network of trained volunteers.

Members of the Commando Helicopter Force threw themselves from a 35-foot tower to abseil to the ground to help out the caring charity.

Other events within the command across the country included a fuel-tanker pull, a 42km cycle ride, an *It's a Knockout* competition and a 3,600 mile indoor row.

The Joint Helicopter Command consists of 250 operational helicopters and more than 15,000 personnel, deployed across the world in places as diverse as Afghanistan, Iraq, Belize and Canada.

The unit's fundraising efforts have been matched by a donation from Cdre Sir Donald Gosling RNR.

## Endurance heads from pole to pole

RUNNING, cycling, rowing and stepping the distance from the North Pole to the South Pole by HMS Endurance's ship's company has raised a cool £1,400.

The last thing that the ship did before heading off on her mammoth nine-month mission surveying the Antarctic, was to present the money to the Lord Mayor's Trust (Portsmouth), Macmillan Cancer Support and the Hampshire Autistic Society.

LPT Andrew 'Les' Dennis said: "It was a great way to inspire everyone on board to keep fit, and it was fantastic to have a bit of healthy rivalry amongst the team."

Lt Richard Abbot intends to raise more money for the ship's charities by leading a 150-mile kayak circumnavigation of James Ross island in the Antarctic.

## Merlin trainers get the bird

FIFTEEN officers and ratings from 824 Naval Air Squadron, RNAS Culdrose, led by Lt Dougy Wright, got muddy at the Windmill Farm Nature Reserve.

The Reserve, jointly owned and managed by the Cornwall Wildlife Trust and the Cornwall Bird Watching and Preservation Society, saw the Naval team move large amounts of building materials over long distances, enabling the building of a boarded walkway above an area of bogland.

Despite the heat and the hard work, all agreed that it was a great day out and the team hope to return in the near future.

# Commando assault on garden

A GROUP of Royal Marines from the Fleet Protection Group have transformed the Garden of Remembrance beside the Commando Memorial at Spean Bridge.

FPGRM's Regimental Sergeant Major WO Ali McGill said that he was inspired by his desire to support the brotherhood of Royal Marines and Commandos.

Over the last two years he approached a number of interested groups and associations, including the then Commando Association, the Royal Marines Association, Yorkshire Commandos Club and 43 Commando Association.

He said: "I asked them for their thoughts and we eventually came up with a plan."

Once planning permission was granted, WO McGill led a team of 20 RM volunteers from the Fleet Protection Group to Spean Bridge to work on the garden.

"It is vitally important to upgrade the Garden of Remembrance to match the grandeur of the world-famous Commando Memorial at a time when the numbers of surviving commandos trained at Achnacarry dwindle with each passing year," said WO McGill.



● WO Ali McGill and his team tend the memorial garden in the shadow of the Commando Memorial at Spean Bridge. Picture: LA(Phot) Dan Hooper

"I, along with many others, firmly believe that we have a duty to ensure that the memory of these particularly courageous individuals is recognised in a fitting manner."

The site has been transformed with new paths, landscaping and a general tidy-up.

The memorial and garden at Spean Bridge honours the commandos of many nations who fought in World War 2.

The bronze statue of three commandos, sculpted by Scott Sutherland, looks out to the west over their training area, and has been in place since 1952.



FOURTEEN disabled residents and eight carers from the Friends of the Bristol residential home in Bath visited HMS Excellent. The visitors were welcomed by a Naval team from HMS Bristol – the retired warship (although still part of the Fleet), given a buffet lunch in the RN Sailing Centre clubhouse and toured Whale Island by bus.



● WO 'CJ' Smith – a proud Naval Communicator and never far from his flags mug – and WO Robbie Roberts brew up a charity storm on HMS York off the coast of Lebanon. Picture: CPO Beavis, HMS York

## Type 42 takes time for tea

NOW it's well known that Yorkshire has a passion for tea, and the ship's company of destroyer HMS York decided to live up to their affiliated county with a Big Brew Up.

In the midst of operational duty off the coast of Lebanon, a peculiarly British half-hour saw everyone on board stop for tea – all to raise money for the Soldiers, Sailors, Airmen and Families Association.

Generously supported by the producers of Yorkshire Tea, Taylors of Harrogate, the 250 sailors on board the Type 42 were treated to a local brew by the ship's senior sailor, Executive Warrant Officer Chris 'CJ' Smith.

He said: "It's great to see the ship's company getting stuck in to raise some money for this very worthwhile cause."

"We've raised £150 for the charity that does a huge amount of work with serving and former service men and women."

It wasn't just Naval ships on active duties that got involved – HMS Victory on her sedentary sentinel duty in Portsmouth Historic Dockyard was also keen to support the event.

The crew sold tea and coffee to visitors in the port arena alongside the ship in the Naval Base, with all profits going to SSAFA.

Lt Cdr John Scivier, Victory's Commanding Officer, said: "The work that SSAFA does for serving and retired personnel and their families is well known both within and outside the Service community – and it is always a pleasure to help with the important work they do."

"The event gave us the opportunity to meet and talk with a wide cross-section of visitors to the ship over a welcome cuppa."

A special tea party in the heart of Whitehall drew ministers and

MOD staff to mark the charity brew up.

Defence Secretary Des Browne joined colleagues at the event in the Pillared Hall, hosted by the Minister for Defence Procurement Lord Drayson.

Some 200 tea parties took place in MOD units around the world, with 1,000 people sitting down to a nice cup of tea in Iraq, as well as events in Afghanistan, Norway and France.

Although it is still too early to state the final figure, SSAFA hopes to beat last year's total of £55,000.

Chief Executive Maj Gen Andrew Cumming said: "Thank you to everyone who took part, those who organised Big Brew Ups and those who attended."

"The money raised this week will help us to make a real difference whenever anybody with a Service connection turns to us for help."

## Play kept safe by Collingwood

TRAINEES from Communications Course 06/02 at HMS Collingwood spent a weekend helping out the local Anchor Pre-School in Rowner.

Under the supervision of PO Simon Hall the trainee sailors worked tirelessly, levelling the uneven ground, tidying dense greenery, trimming hedges and removing weeds.

The nursery's grounds were covered in undergrowth and tree stumps, preventing the children playing outside.

 **poppy scotland**  
The Earl Haig Fund Scotland Scottish Charity No SC014096

PoppyScotland (The Earl Haig Fund Scotland) was founded in 1921 to provide practical help to ex-Service men, women and their dependants living in Scotland. It is best known for organising the annual Scottish Poppy Appeal.

Money raised through the Appeal is spent in the following ways:

- Providing financial assistance to individuals
- Funding an advice service, including pension claims and appeals
- Supporting employment of veterans with disabilities
- Providing grants and research for organisations that deliver specialist support for veterans in Scotland.

We need your help to continue caring for Scotland's ex-Service community. Please consider making a donation towards our work. To find out more about what we do visit [www.poppyScotland.org.uk](http://www.poppyScotland.org.uk)

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## A thank-you from CHF

MORE than 700 family members of Commando Helicopter Force personnel took up the invite from the unit's CO to have fun at Yeovilton.

The force, which includes Jungle squadrons 845 and 846 NAS, Lynx unit 847 NAS, and training formation 848 NAS, is one of the most in-demand assets in the Royal Navy's inventory.

All three active squadrons have been deployed to Iraq this year; elements are deploying to West Africa with the Vela task force; others are in Afghanistan; and, at short notice, the Junglies flew to the Middle East to support the evacuation from the Lebanon.

As a thank-you for the support their loved ones have shown during these trying times, the force threw open the gates of its home base and treated families to a day of fun.

More than 450 people took up the offer of flights in the squadrons' two variants of helicopter, while on the ground there was the traditional fare of face painting, trying on aircrew helmets, games plus some top scan.

"It's been an extremely difficult period for our families, especially after the tragic loss of a Lynx in Iraq in May," said Col John McCardle RM, CHF's Commanding Officer.

"The pressure on loved ones of those deployed cannot be underestimated and the Force's tremendous commitment cannot be sustained without the co-operation and encouragement of our families.

"I hope that our fun-filled day went some way towards showing the Force's – and the UK's – gratitude."



● Cheaper by the dozen (but there's only four of them – Ed)... Sailors all (l-r) Rhys, Alicia, Ryan and Ben Gooderham

Picture: Dave Sherfield, HMS Raleigh

# Fours for good

IF ONLY every family was like the Gooderhams...

We'd have no trouble raising the Navy's profile.

For all four Gooderham siblings – that's Alicia, Ben, Rhys and Ryan – have signed on for a life in the Senior Service.

Twenty-two-year-old AET Ben, who's just finished basic training at HMS Raleigh, became the last of this generation of Gooderhams to join up.

Already collecting the Queen's shilling are OMs Alicia and Rhys and MEM Ryan with Her

Majesty's Ships Endurance, Campbeltown and Kent respectively.

With two of his brothers and his sister in the RN, Ben was kicking his heels in a dead-end job in a DIY store in his native Wales. He decided to give life at sea a go.

"I saw how well my brothers and sister were doing – Ryan particularly," said Ben.

"Without realising it, all three of them gave me a lot of tips to help me through training.

"Rhys was especially helpful, showing me how to polish my

boots, look after my kit and generally helping me to settle in."

The quartet didn't follow the path chosen by their parents Charles and Kim, who served in the RAF (a wise move – Ed) – and dad is rather envious of his children's globe-trotting careers.

"They've committed themselves to a career which offers them a great future," said Mr Gooderham.

"Ryan and Alicia have already seen so much of the world – places I will never see. It makes me quite jealous."



● Action Man was feeling a bit lethargic today... RN and Army medics explain their work to the Duke of Gloucester, dressed in khaki

## In tents experience

THE honorary head of Army medics dropped in on their RN counterparts to celebrate the tenth anniversary of the Defence Medical Services Training Centre.

The centre at Keogh Barracks, Ash Vale, is home to training for RN and RAF medical assistants and Army Combat Medical Technicians.

The Duke of Gloucester, as Colonel-in-Chief of the Royal Army Medical Corps was treated to various aspects of battlefield casualty treatment, first aid in an NBCD – nuclear, biological and chemical (the 'D' stands for defence) – environment, and sanitation in the field.

Although the centre is tri-Service, some RN traditions are upheld by the matelots there, notably the field gun run.

Field gun officer Lt Cdr Simon Goodrum led his team through a slow demonstration of the famous run for the Duke, then repeated it at pace.

After watching the gruelling gun run, the Duke presented the 'field gunner of the year' trophy to Lt Clive Smyth RN, who was voted for by his team-mates for imbuing his colleagues with fire and determination during the Brickwoods competition.

# It's beginning to feel a lot like Christmas

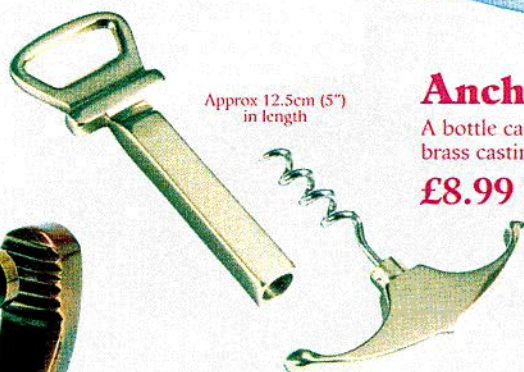


Each measures 5cm x 6cm (2" x 2.4")

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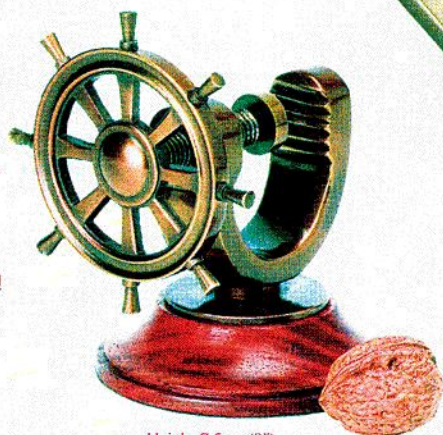
A bottle cap remover and corkscrew in one! This bottle opener has smooth polished brass castings with a stainless steel corkscrew that works on the most stubborn of corks.

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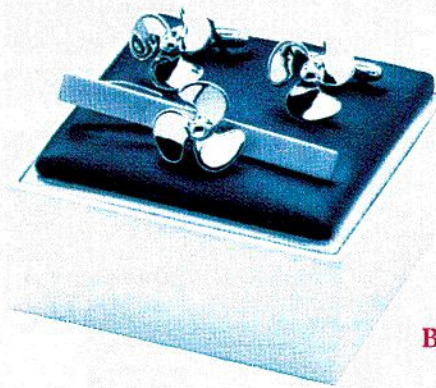
## Wheel Nutcracker

Let's go nuts with this great novelty gift for the festive season! Simply place a nut in the vice and turn the ships wheel, gently cracking the shell!! Fitted to a wooden base the device is finished in a gunmetal effect.

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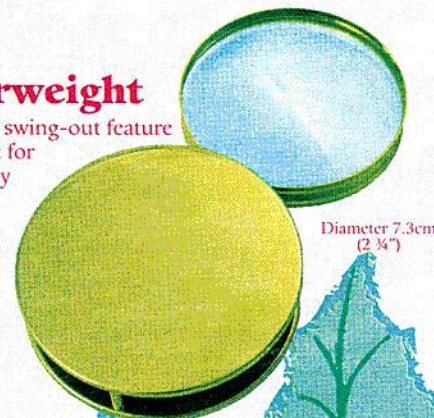
Buy the cufflinks separately for only £10.99 UK

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## A return to the Ark

VETERANS of the Ark Royal which carved its name in the history books – and the public consciousness – toured the present bearer of the name.

In two years HMS Ark Royal III proved to be a constant thorn in the side of the Axis powers, before being torpedoed in the Mediterranean in November 1941.

Today's Ark, currently in the final throes of a refit by Babcock in Rosyth, has added one battle honour – Al Faw 2003 – to the prestigious battleboard.

Before beginning sea trials, the carrier hosted a handful of veterans and their families.

They were treated to a comprehensive tour of the 20,000-ton warship.

After tea and cakes with junior ratings, the 11 guests were guided around Ark before lunch with CO Capt Mike Mansergh and his officers, during which former Swordfish pilot John Moffat shared his experiences of the Bismarck chase (perhaps the carrier's greatest battle honour).

"It was an honour to host these men who hold the name of Ark Royal in such high esteem," said Lt Paul Toon.

"All said it was a treat that they would not have missed, reliving old experiences with fellow sailors."

## Lifesaver Toby rewarded

THE selfless actions of MEM Toby Jones, who dived into the chilly waters of the Hamoaze to save a colleague, have been acknowledged.

When a sailor fell between a ship and the quay in Devonport and became trapped under a pile jetty, Toby donned a dry suit, ran down a ramp, entered the water and helped the stricken man towards safety.

The rescue was all the more timely as it took place in January and the victim had been in the water about 15 minutes.

Toby's actions earned him a Royal Humane Society Award, which was presented to him aboard HMS Echo in Singapore during her Far East deployment by Rear Admiral Neil Morisetti.

IF you ever needed reminding why you joined the Royal Navy not the Royal Marines or the Army infantry, spend a day with the 'nice' chaps of the Roulement Infantry Company.

Three Falklands-based sailors replaced Navy blue with khaki and Combat 95s as they joined the islands' dedicated Army unit on Exercise Southern Dragon.

WO1 'Trev' Trevarthen (HQ staff), PO Ian Browne (Naval Engineering Falkland Islands) and OM 'Stevie' Stephenson volunteered with some of their Army and RAF colleagues in the southern outpost of Empire to experience life with the infantry.

Capt Guy Neale, the RIC's operations officer, and his squad-mates were only too happy to oblige.

The first part of the day was the fun bit... The ten volunteers headed to Onion Range to blast away with a General Purpose Machine-Gun, engage enemy positions, and use fire and manoeuvre skills to negotiate rocks and mud.

In true 'pleasure-pain principle' fashion, there had to be a masochistic bit.

C/Sgt Greg Plimley obliged by first making the volunteers wade through an icy stream.

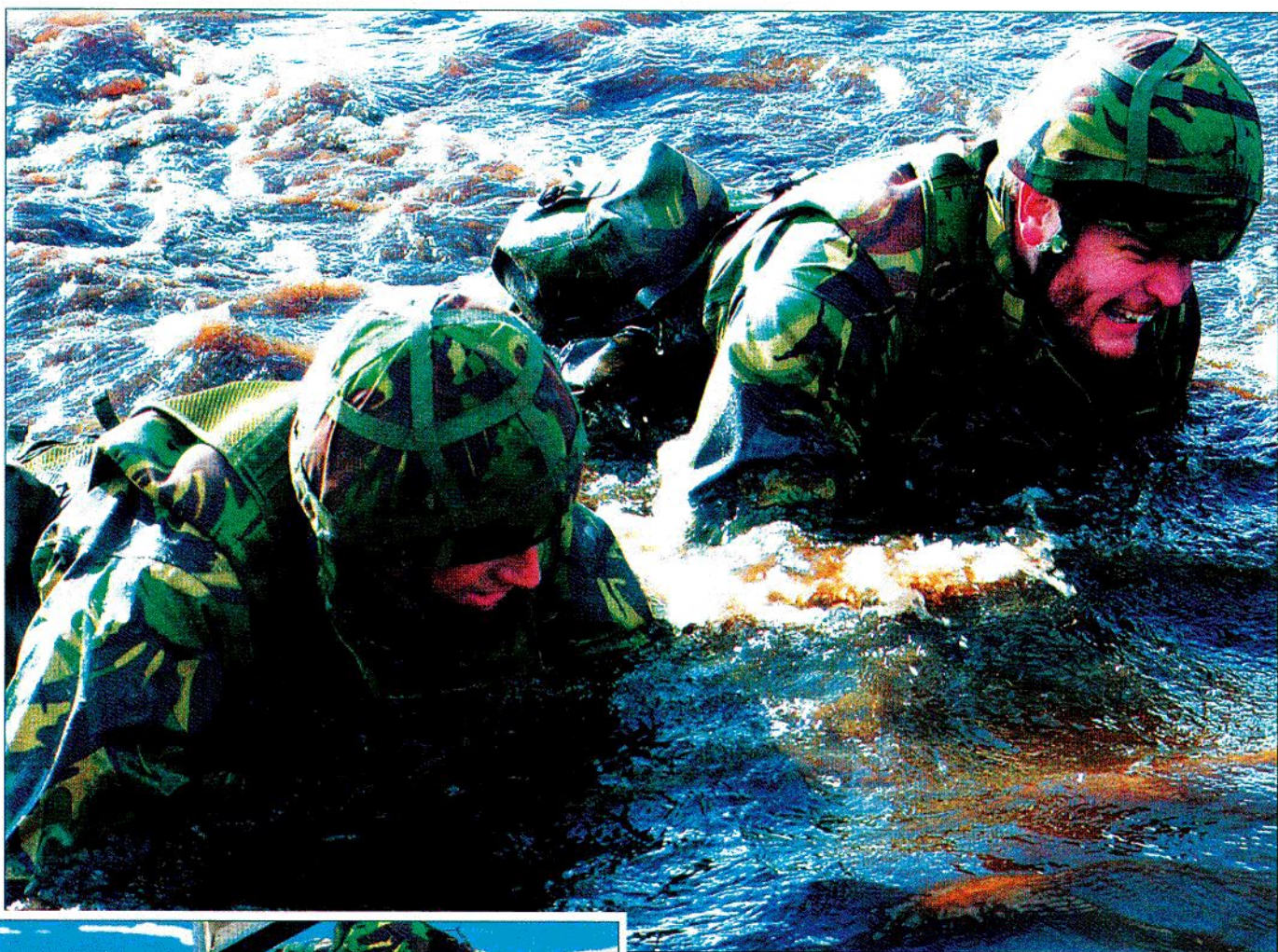
That was the easy bit. Next, the soldiers-for-a-day had to crawl across marshy ground... with hand grenades exploding nearby.

And at the very end they had to bayonet a dummy (the previous 'punishment' was intended to whip them up into a sufficiently angry frenzy to thrust the cold steel into Fred).

"If someone had told me I'd be running through marshes and icy rivers, throwing grenades and being abused by junior fusiliers, I would have thought them mad," said 'Trev', who served in the 1982 Falklands conflict.

"The day showed how experienced and professional the infantry are – they must be good if they can get a 44-year-old RN warrant officer to crawl through the mud just so I could stab a dummy."

Ian added: "It was a great day – but it reminded me why I joined the Navy, not the Army."

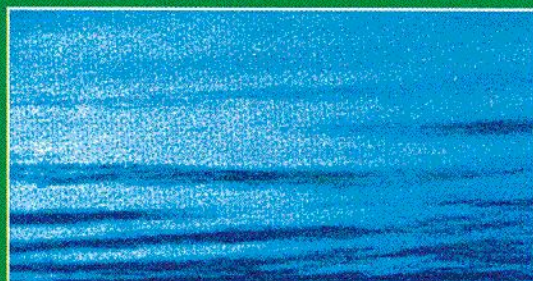
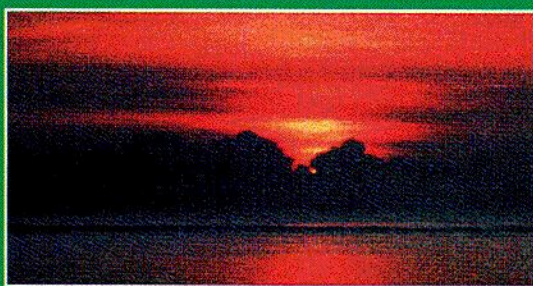


● Full stream ahead... (Above) 'Trev' Trevarthen and Ian Browne wade through icy Falklands waters and (left) 'Trev' spears Fred at the end of the day with a bayonet fixed to his SA80

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THE heart of Britain's amphibious forces lies in African waters presently as Operation Vela, a two-pronged war game, reaches its climax.

Having successfully 'invaded' the coast of northern Cornwall – Exercise Grey Cormorant, intended to hone the skills of the myriad units involved – the task force left the Bristol Channel and headed south for West Africa.

As we write this the operation is reaching its climax with Exercise Green Eagle, four weeks of beach landings, amphibious assaults, jungle training, and 'hearts and minds' work with locals in Sierra Leone.

The 3,000 or so RN, RM and Fleet Air Arm personnel are swallowed up by HM Ships Albion, Ocean, Southampton, Argyll and Enterprise, plus vessels from 1st Mine Countermeasures Squadron, RFAs Wave Knight, Mounts Bay, Sir Bedivere, Fort Austin, Diligence, Oakleaf, a Fleet submarine, Fleet Diving Unit 2, the Commando Helicopter Force (including 845 and 846 NAS), 849 NAS B Flight, 820 NAS, 40 Cdo, 59 Commando Independent Engineering Squadron, 29 Commando Regiment Royal Artillery and 539 Assault Squadron RM.

This is the largest amphibious exercise by Britain since Saif Sareea in Oman five years.

Ahead of the main task force, 44 engineers and technicians – radar and gun maintainers, fridge and diesel specialists, fitters and turners – from Naval Party 1600 in Portsmouth flew to Africa to provide expert engineering support for the men and women in the task group (they've already been called upon to fix Ribs and hoists).

Here we showcase the photography of LA(Photos) Dave Gallagher (HMS Albion), Andy Hibberd (40 Cdo) and Ray Jones (HMS Ocean).

We'll have a comprehensive report with pictures from Sierra Leone in our next edition.

*Pictured clockwise from the top left are*

● Chanel No.40... A Royal Marine applies camouflage paint before 'invading' Cornwall

● A 'Junglie' Sea King prepares to lift supplies from the sprawling flight deck of HMS Albion

● A commando of 6 Assault Squadron Royal Marines holds on to the ramp of an HMS Albion landing craft as it approaches Tokeh Beach, Sierra Leone, during the opening stage of Green Eagle

● Mne Jim Penicard leads comrades of Delta Company, 40 Cdo, across Dartmoor during the final stage of Grey Cormorant

● A Fleet Air Arm Sea King watches as an RAF Chinook ferries a field gun on to HMS Ocean

● Troops from 40 Cdo are ferried ashore in a Landing Craft Vehicle Personnel (LCVP) as a Chinook flies overhead

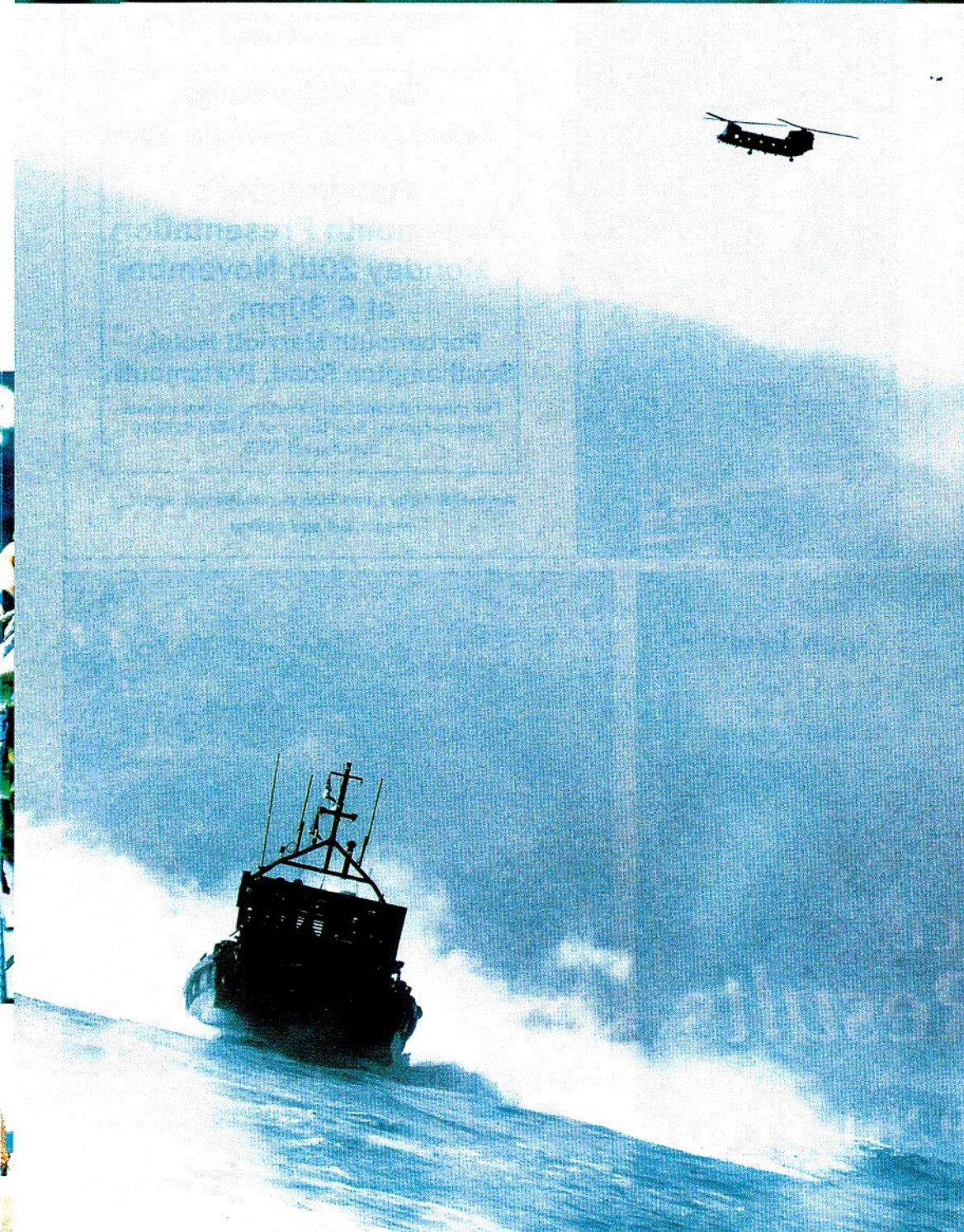
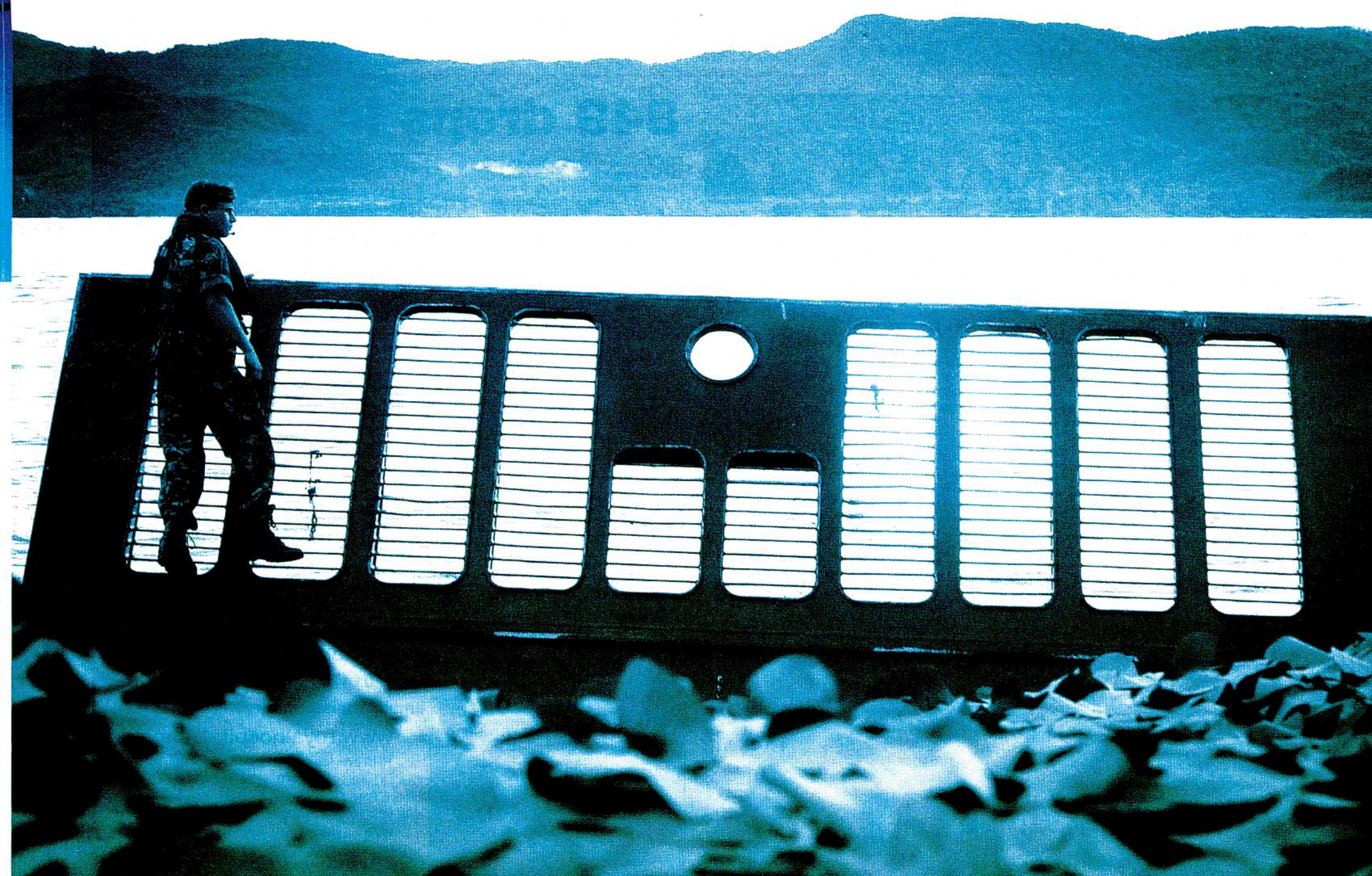
● Booties and the BEAST... A heavily-camouflaged BEAST – the Royal Marines' beach recovery vehicle – at work in Sierra Leone

● A pensive moment for a green beret of 40 Cdo as he waits to join his helicopter aboard HMS Ocean

● HMS Albion leads the Vela task group through glassy seas. To her port are RFA Wave Knight and HMS Argyll; to starboard, RFA Fort Austin and HMS Southampton; following behind HMS Ocean, flanked by RFA Sir Bedivere and HMS Enterprise









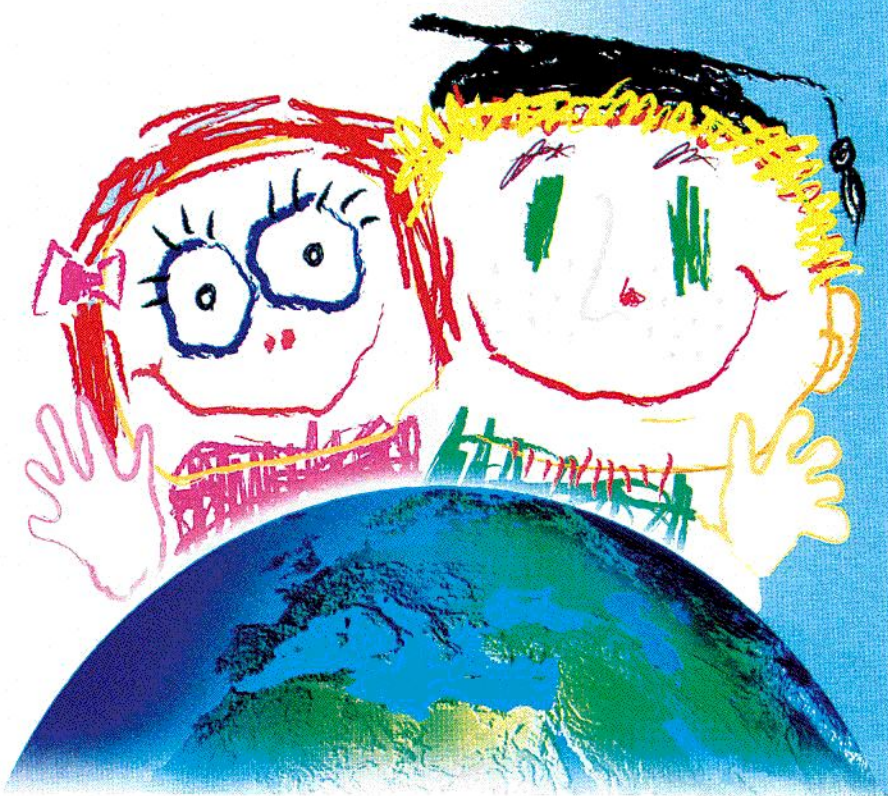


● Lt Cdr Mike Luscombe and Lt Gav Heirs with students from the CCF at Trinity School in Teignmouth



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## 849 drops in on Trinity

PUPILS at Trinity School in Teignmouth on the south coast of Devon finished morning lessons to discover a Royal Navy helicopter flying above the school playing fields.

A Sea King from 849 Naval Air Squadron at RNAS Culdrose paid a visit to the Royal Naval section of Trinity's Combined Cadet Force.

The visit was arranged by Lt Cdr (CCF) Geraldine Poulet-Bowden RNR, Officer Commanding of the RN section, and her second in command (and also her husband) Lt (CCF) Gérard Poulet RNR – but had been kept secret from the cadets to enhance the excitement on the day.

RNAS Culdrose is the parent establishment for the RN section of the CCF at Trinity School, and 849 NAS provides a liaison officer.

Senior pilot Lt Cdr Mike Luscombe, who hails originally from Paignton, was accompanied in the Sea King by Lt Gavin Heirs, Lt Bruce Leslie and Lt Kev Pope.

The heavy showers in the morn-



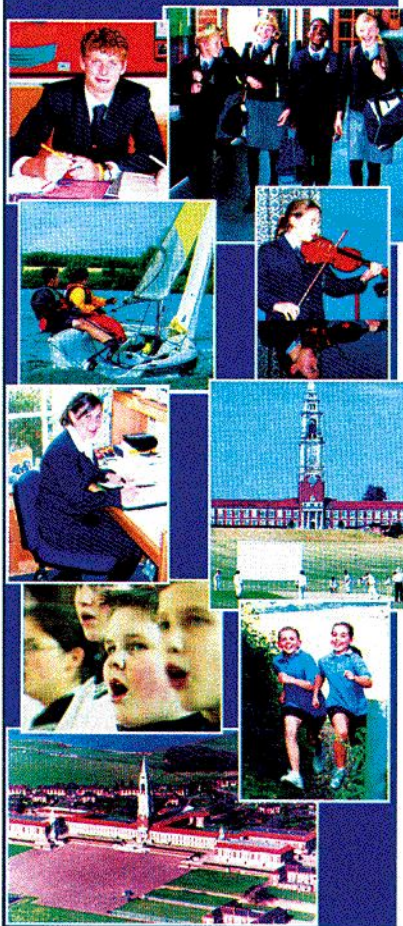
● A Sea King Mk 7 from 849 NAS drops in on Trinity School

ing gave way to an afternoon filled with sunshine as the Sea King crew briefed not only the RN section but also the Army, not forgetting the Year 10 Science and ICT classes.

The students got a chance to

appreciate the complexity of the Sea King's on-board capabilities and systems.

Staff from many departments from RE to PE took the opportunity to be taken on a guided tour of the aircraft.



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# Amongst old friends

ONCE Royal, always Royal.

Around 1,000 men who live by that motto, plus their families, gathered under the late summer sun in Devon at the birthplace of the green berets.

They spent a weekend at the Commando Training Centre in Lympstone to mark the diamond jubilee of the Royal Marines Association.

Sixty years ago the association was formed to help the 80,000 or so men who were proud to call themselves Royal Marines adjust to civilian life and to provide support for their families.

Six decades later, the RMA has 77 branches in the United Kingdom and a further 13 spread across the globe from the Falklands to Australia.

The weekend in Lympstone was a mixture of sober reflection – there was a reunion for Suez veterans, 50 years after controversial Operation Musketeer – and fun. There was a chance to ride around Lympstone in Viking, the Corps' new armoured vehicle, and the Band of the Royal Marines staged a concert, concluded by a fireworks display.

The highlight for many was Sunday's drumhead ceremony, parade and dedication of a new standard; Lt Gen Sir Robert Fulton was reviewing officer.

Among those donning green berets for the anniversary ceremonies was former DJ and *Jim'll Fix It* presenter Sir Jimmy Savile, an honorary Royal thanks to a 38-year relationship with the Corps and CTC RM especially (there is a Savile Room at Lympstone).

He said he would not have missed the diamond jubilee reunion "for the world".

Sir Jimmy mused: "I was amongst old friends. There they were with shoulders back, standing ramrod-straight to attention.

"These guys fought and bled to help keep us free and safe."



● No greater sacrifice... (Above) the glittering array of medals proudly displayed by one former Royal and (right) The simple yet moving sight of a drums stacked to form a makeshift altar for the drumhead ceremony.

● Get that hair cut, young men... (below right) Sir Jimmy Savile is 'chastised' for his non-regulation locks

● (Below) Lt Gen Sir Robert Fulton inspects the standard bearers



● Bearers lower their standards as the drumhead ceremony reaches its moving climax

Pictures: CTC RM Photographic section





# 'ONCE NAVY, ALWAYS NAVY'

## Ex-Royals celebrate Association anniversary

A LARGE consignment of former Royal Marines made a friendly assault on the Commando Training Centre at Lympstone, in Devon, for a 60th anniversary celebration.

The veterans, including S/M Bernard Hallas, secretary of York branch, and S/Ms Roy Moses and Philip Sparling of Bradford branch, enjoyed a weekend of entertainment and ceremonies for the Royal Marines Association.

Reflecting on the event, S/M Hallas said: "We, the veterans of a bygone age, wearing our medals proudly on frames that are now in decline, can only thank the Corps and the powers-that-be for making our short visit so memorable."

"Standing in five companies, plus a company of ex-officers, they were resplendent in the Royal Marines Association uniforms of blazers, their medals gleamed in the morning sunlight, and to add to the spectacle, 41 standards from all over the 'Queendom' added that extra colour and seemed to waft a message of 'Honour, Courage and Loyalty' to the massed spectators surrounding the parade."

See report on page 25 for full details

## BBQ – then dinner

THE PRESIDENT and chairman of Liskeard branch attended the branch's last barbecue of the year in their Sunday best – not the usual rig, but they had a very good reason.

S/M John Lennon (President) and S/M Roger Grace and their wives were going on to represent the branch at the 25th anniversary dinner of the Bodmin branch, having enjoyed their own branch function first.

# Shipmate argues for Great War justice

THE announcement by Defence Secretary Des Browne that he is to seek Government approval to have pardons granted to the Servicemen executed for cowardice, desertion and other offences during World War 1 is not before time, according to at least one Area.

Even if it is too late for their immediate families, the announcement has been welcomed by their relatives, including the great-niece of Sgt Jack Wall, of Bockleton, near Tenbury Wells, who was shot at dawn for desertion.

The MOD announcement was of significance to S/M Chris Dovey, deputy National Council member for No 8 Area, and the Tenbury Wells delegate at the annual conference of the Royal British Legion.

In the absence of the Salisbury delegate and seconder, S/M Chris found himself proposing their motion to conference – that the RBL urge the Government to pardon the executed men.

Only 30 of the 500 delegates voted against him.

Sgt Jack Wall, who served with the 3rd Battalion, Worcester Regiment, enlisted in 1912 at the age of 17, and records show him to have been a good soldier.

He was promoted within two years from lance corporal to sergeant, and fought valiantly with his battalion in the Great War.

The incident which cost him his life occurred when the battalion came under heavy fire during an advance near Ypres in Belgium in the late summer of 1917.

With a number of his young

soldiers he took cover in a foxhole, and when the barrage had eased there was no sign of the rest of the battalion.

Assuming they had retreated behind Allied lines, Sgt Wall led his soldiers back, only to find the battalion had continued to advance.

Accused of desertion, Sgt Wall was given a summary trial and shot at dawn, while the soldiers with him escaped his fate.

Most of those executed during the war were expected to conduct their own defence without counsel or a friend to help – and many were poorly-educated, unable to plead a coherent case and unaware of the potential penalty.

In making the proposal to the RBL conference, S/M Chris suggested that the real crime at the time was the lack of understanding shown by senior officers to the ordeals their men endured in the trenches.

He pointed out that some of those officers were themselves accused of cowardice and desertion, but none were executed and

all were granted Royal Pardons after the war.

World War 1 is now well-documented, and it is accepted that many mistakes were made, especially by the top brass.

If Sgt Jack Wall paid dearly for his mistake nearly 100 years ago, the time has come to redress the injustice he and his family suffered – and to have his name inscribed on the local war memorial.



The Royal Naval Association Christmas Cards are available to order from Headquarters at £3.50 for a pack of ten, post and packaging included. The card (above) features a night-time picture of an illuminated Christmas tree taken from HMS Victory. Orders plus cheques to Headquarters at 82 Chelsea Manor Street, London SW3 5QJ

## Two-year contract for General Secretary

THE NATIONAL Council is pleased to announce that Cdr Paddy McClurg has been appointed General Secretary of the Association.

During his two-year contract he will carry out both the normal duties of the post and various others connected with the modernising of Headquarters.

Cdr McClurg joined the Royal Navy as a Boy at HMS Ganges and was commissioned from the rank of Petty Officer.

He served in a variety of supply appointments ashore and afloat, ending his seagoing career as Cdr (S) in HMS Intrepid.

After retirement he worked extensively at home and abroad as a Defence Management consultant, specialising in the democratisation of defence ministries in former Soviet satellite states.

He is married and has two sons, one in the Army and the other in the Navy.

Cdr McClurg has been Acting General Secretary since June this year, and aims to step down in two years to permit the recruitment of a younger replacement.

## Naval Quirks

WHEN OUR HMS "SHANNON" FAMOUSLY CAPTURED THE USS "CHESAPEAKE" IN THE WAR OF 1812..



..WE FOUND THE "CHESAPEAKE'S" GUNS HAD ALL BEEN GIVEN NAMES WHICH WERE ENGRAVED ON COPPER PLATE ON EACH GUN..



..THE NAMES INCLUDED THE PREDICTABLE "BUNKER HILL", "TRUE BLUE" AND "YANKEE PROTECTOR"; THE RATHER MENACING "WILFUL MURDER" AND THE QUAIN "NANCY DAWSON!"



NOTHING ODD IN THAT- WHY I'VE EVEN NAMED MY WATER PISTOL AFTER YOU CAPTAIN - OOPS!



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## Plaque is passed on

WARTIME naval memorabilia, such as the plaque of HMS Southdown, have a life of their own.

As the wartime ship of Woking, the plaque was presented to the citizens in thanks for the money raised to build the ship.

For many years the plaque lay hidden away in the Council's vaults, and on being retrieved, was given to the Ex-Services Club, which is now extinct. It was hung in a side room, and rarely saw the light of day.

In 1985 responsibility for it passed to the Woking RNA branch, who had it fully restored and displayed in a place of honour along with other memorabilia.

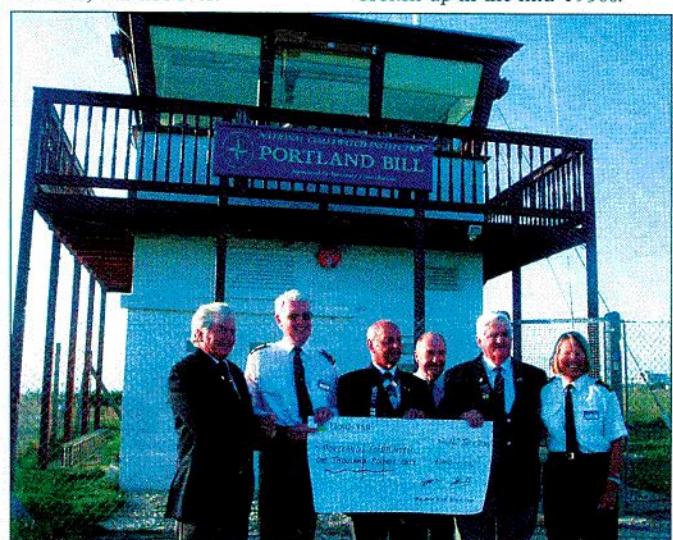
Its passage through the years, however, was not over.

The branch recently decided that this piece of naval history belonged to a younger generation, and presented the plaque to the local Sea Cadet Corps, where it is now proudly displayed in the foyer of TS Dianthus.

HMS Southdown, as part of the 16th Destroyer Flotilla, was attached to the Royal Escort Force, escorting East Coast convoys.

She saw action in 1941, then on March 4-5 1943 and February 22-23 1944, when she drove off the German 2nd and 8th MTB flotillas which were attacking the convoy she was escorting.

Of the 17 destroyers of this class built, 15 were lost in the war. Southdown, built by J. Samuel White in Cowes, survived to be broken up in the mid-1950s.



Members of the No 4 Area RNA Reunion Committee present a cheque for £1,000 to the Portland Coastwatch at their Coastwatch station. The money, raised at the reunion, was donated at the suggestion of Portland branch, and will be spent on the construction of a storm porch



## Association organises final dinner

THE Plotting and Radar Instructors Association is to 'go dormant' from March 31 next year, and is to hold a final Matapan dinner to mark the occasion.

Although a lot of effort went into relocating the Association from HMS Dryad to HMS Collingwood, drafting and other commitments made it difficult to maintain an active organisation, and it became a struggle to form a committee, hence the decision by active members to go dormant.

The Association thanks current and past members, and has issued an invitation to the final dinner, to be held at HMS Collingwood on March 17 2007, when it is hoped as many members, past and present, will be able to attend.

Anyone who has donated memorabilia is welcome to reclaim it – any items not reclaimed will be put into storage.

All enquiries about the closure of the clubhouse and the Matapan Dinner should be directed to CPO Ash 'Big Guns' Coates via email at [MWS-TS-SIMWPT1@nrt.mod.uk](mailto:MWS-TS-SIMWPT1@nrt.mod.uk)

## Tom retires

AFTER a long association with the Torridgeside branch, 24 years as Chairman, wartime veteran and life member S/M Tom Baddick has retired through ill health.

As a mark of the esteem in which he is held, he was presented with a bosun's call on an oak stand by his fellow shipmates.

S/M Baddick joined the Navy at the age of 17 and went on to serve from 1943 to 1947 in HM ships Eggesford in the Med and Undaunted in the Far East.

## Second vehicle is purchased

FOLLOWING the presentation of a 15-seat minibus to Pembroke House, attended by Headquarters staff and representatives of No 2 Area, it was realised that if a disabled resident needed to visit a doctor, dentist or hospital, the minibus would be unavailable to other residents.

Fortunately it had cost less than expected, and with enough money in the kitty the National Council approved the purchase of an additional small vehicle, able to take a wheelchair and care staff, which will hopefully be presented before Christmas.

In the meantime, the former minibus of Pembroke House was presented to the Medway Towns Sea Cadet unit, as reported in last month's *Navy News*.

## £50 PRIZE PUZZLE



THE mystery ship in our September edition was HMS Kenya, and her modified 'sister' was HMS Ceylon.

The £50 prize goes to Mr K. Moorhouse of Plymouth.

This month's ship was commissioned into the RFA in 1960, initially on 20-year lease, and played an important role in supporting the Falklands campaign in 1982. She was sent to Taiwan for scrapping in the mid-1980s.

We have removed her name and pennant number from the picture.

If you can name her correctly

### MYSTERY PICTURE 141

Name .....

Address .....

My answer .....

# Concerns over communication shortcomings

THERE are a few branch secretaries who are causing some headaches and frustration to Headquarters staff.

They are the people who are failing to pass on to their branch members information which is dispatched to them through the medium of the Monthly Circular.

As a result of their failing to do this, angry phone calls are being received at Headquarters blaming staff there for failing to advertise events which the callers have missed – though they are publicised in the circular.

What is also frustrating for staff, who are very aware of the importance of communication, is being blamed for poor attendance at these events by failing to publicise them, when they have clearly done so.

The September Circular observes: "It is somewhat galling having advertised an event on five different occasions and had

a pretty lukewarm response, to be told 'well nobody gets to read that crap!'"

As the flow of information is the lifeblood of any organisation, all it requires is for one branch secretary to fail in their duty and the line of communication between Headquarters and the grass-root membership is severed.

The role of the branch secretary in the life of the Association is an important one – and the majority work hard to fulfil this task and keep their members informed.

Those who do not do this are failing the Association – and members of such branches might be better off finding a more competent shipmate to do the job.

## Tribute paid to Pembroke victims

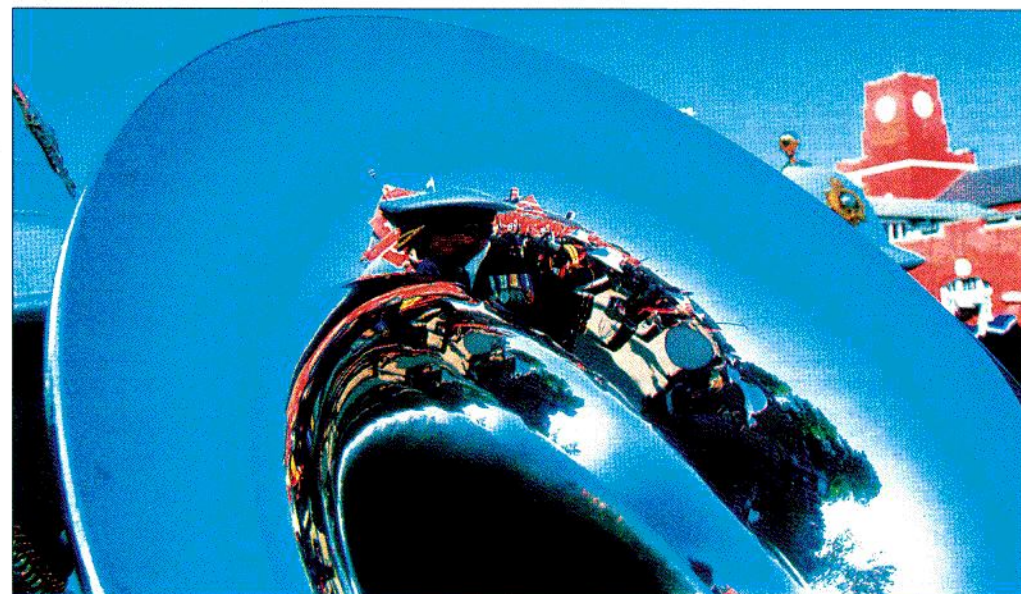
THE DEATHS of around 130 ratings as they slept in their barracks almost 90 years ago has been marked at a ceremony on the site of the former HMS Pembroke.

Now part of the Universities at Medway campus at Chatham Maritime, HMS Pembroke can still be discerned in a number of old buildings which have been carefully restored and are now used by students of the Universities of Greenwich and Kent.

And it was in front of the old Drill Hall, now a modern library, that the memorial service and parade was staged, the parade being commanded by S/M Tony Avery, assisted by S/M Chris Durban of Bromley branch.

Representing the Royal Navy were the Royal Marines band from HMS Raleigh, a Guard of Honour from Reserve unit HMS President, almost 50 standard bearers and 120 Sea Cadets.

Guest of Honour was Rear Admiral Philip Wilcocks, Flag Officer Scotland, Northern England and Northern Ireland, who praised the conservation work carried out by the universities and Medway Council before unveiling a new memorial plaque.



● The rededication ceremony is captured in the bell of a Royal Marine bandsman's instrument

Picture: Phil Weedon

The bronze plaque on a granite plinth replaces an earlier version which went missing in the years between the RN withdrawing in 1984 and the students moving in

almost two decades later.

Professor Alan Reed, representing the Universities at Medway – who organised the event in partnership with the Chatham branch of the RNA – said: "The aim of the rededication ceremony was to show that, as custodians of the site, we very much respect its history, and acknowledge the sacrifice made by those sailors nearly 90 years ago."

The ratings were asleep on the night of September 3 1917 when a German Gotha dropped two

bombs, killing more than 130 – the exact number is not clear as casualties for that day were recorded under the names of their ships.

Among those laying wreaths were S/M John Wigley, Chairman of Chatham branch, and John Voice, grandson of victim Arthur Voice.

The ceremony is also likely to be the last time that the Parade Ground echoed to the sound of Naval boots, and as such is regarded as the closing of a chapter in Medway naval history.



● RNA standards on parade at the former HMS Pembroke

Picture: Phil Weedon

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# NOTICEBOARD

## Where are you now?

**HMS Blackwood:** One of the ships served on was HMS Blackwood 1966-67. During that time a photograph of the ship's company was taken whilst in Invergordon. Is there any of the ship's company from that period who has the photograph and would be willing to send me two copies? Any costs would naturally be fully reimbursed. Contact Paul Anthony Metters at pam13113@yahoo.co.uk or write to Calle La Fabrica 5, Venta Santa Barbara, Loja, Granada, 18300, Spain.

**HMS Bulwark:** Trying to trace a L/Air (AH) Dennis 'Lew' Lewin who I served with on HMS Bulwark 1960-62. Last known address Camberwell, London. Anyone who knows of his whereabouts please contact Ron Marston, 15 Ty Westonia, Pierhead View, Penarth, Vale of Glamorgan, CF64 1SJ or tel: 029 2070 3790.

**Howard Catt:** Garry Cooper is looking for his old friend Howard, who joined the Navy on leaving school in 1960. At that time he lived in Ramsgate, Kent. Contact Garry Cooper at stuartcooper4@aol.com or tel 01322 408572 or mobile: 07789 054974.

**HMS Cheviot:** Frank Bond (former RN) is looking for Stanley Kheememund who served on HMS Cheviot during the 1956-58 commission in the Far East. Believed he was then drafted to HMS Delight following the Cheviot. Does anyone know of his whereabouts? He seems to have dropped off the face of this earth. Contact Frank Bond at ukshanks@yahoo.ca or write to 808-111, Clark Street, Sudbury, Ontario, Canada, P3E 4T5.

**HMS Coventry 1982:** David Hart-Dyke is writing a book about the ship during the Falklands War which he will be dedicating to the ship's company. He would dearly like to have a list of names and initials, and rates if possible, of the ship's company at that time. He is keen to hear from anyone who might have a list or know where he might get one from. Contact David at davidhartdyke@tiscali.co.uk or tel: 023 9263 2380.

**Devonport Field Gun Association:** Is still open to all past Field Gunners and supporters who wish to become members. Further information from Paula Garnham at paula953@tiscali.co.uk or tel: 01803 322320. There is an answerphone so please leave a message and we will return your call.

**HMS Figsard S48/49/50 entries 1963-64:** Don Fawcett would like to contact the following who joined HMS Figsard, Torpoint: Ian Carter, Steff Collick, Pete Coney, Mick Cottage, Dickie Daw, Pete Emery, John Rodwell, Barry Rose and Scouse Wallace. For further details please contact Don Fawcett at fawcett.d@deutz.com or tel: 023 9269 2964 or write to 15 Devon Road, Copnor, Portsmouth, PO3 5ET.

**HMS Figsard:** Steve Haworth joined with 773 entry at Figsard, from 'Chrissy's' school in Accrington. Last heard (1991) he progressed to officer from CWEA, must be a WEO by now if he's still in. If anyone knows and can contact him, can you ask him to get in touch with Kev Pickering, Figsard 781 entry. Contact Kevin at kevpickering@

hotmail.com or tel: 07919 282086 or write to 11 James Street, Huncoat, Accrington, Lancashire.

**HMS Jupiter:** A reunion is being arranged for mid-2007 for ship's company who served from December 1973 to August 1974, commanded by Peter Gunning. Dates are very significant. Contact Eric Searle ex PO(PRI) at eric@markthink.co.uk or see the website at www.hmsjupiter-reunion.co.uk or tel 01329 665219.

**David Lansdowne:** Last known address, Bournemouth, ex-Kingston Maurward College, Dorchester, aged 22 or 23, recently left the RN. He was a close friend of Nick Ashwood of Weymouth. They lost touch but Nick is urgently trying to trace David to invite him to his wedding in January. Contact Mrs J Ashwood (Nick's mother) on 01305 766865 or Nick Ashwood on 07787 968384.

**HMS Malaya:** Seeking anyone who knows Lt C H Barrow, who trained in the training ship HMS Malaya around 1945-47. He is desperately trying to track down former shipmates to bury some skeletons and share some of the good times he had. If you can help contact John Collins, 108 Farnworth Road, Mickleover, Derby, DE3 0ES, 01332 513580.

**Malta:** Nick Nickson, Chief Med Tech (1964-67) - Nick wonders where the Malta contingent of the Super Sports team 72-75 are now? Pete Hayward, Brian Wilson, Chuchee Faragher, Bud Flanagan, Scouse Williams, Chalky White, Gordie Jim, Dick Cattermole and all the other winners of the tri-service *It's a Knockout* in Malta 1973. Not to mention the football, cricket and hockey teams from RNH M'Tarfa Malta. If you have the courage to recall these events give Arlene and Nick a call. Contact Nick Nickson at nicaar\_2@hotmail.com or tel: 01579 362816 or write to Lewarne Cottage, Bathpool, Launceston, Cornwall, PL15 7NW.

**Royal Marines 1959:** Trying to trace Bob and Cathy Blyth. Bob served in the Royal Marines, joining up in late 1959 possibly. The last time they were seen was in Pompey in late 1971, just before Ian went overseas for two years. On his return he called at their house, only to find that they had moved. The person living there thought that they had moved to the West Country somewhere. If you know where they can contact Ian M Wallis at urznmyne@earthlink.net or write to 6450 Midway Lane, Mechanicsville, Va 23111, USA.

**HMS Owen:** Gavin is looking for information on HMS Owen, 1951-53. His father served in this ship as a stoker. Gavin would like to contact anyone who served in the ship at that time, especially if you can help put names to people in photographs. Contact Gavin Standing at g.standing@ntlworld.com or write to 21 The Paddocks, Lancing, West Sussex, BN15 8DN.

**HMS Raleigh:** Frobisher 42 class, October 1978 (Seaman's Branch). Anthony would like to hear from any class mates who trained with him, especially: Ex-Royal Mac McDonald, Andrew 'Scotty' Scott, Paul Whitman, Paul 'Taff' Kedwood, Terry Coleman, and

anyone who remembers me. Please contact Anthony Waddon at as.waddon@tiscali.co.uk or tel: 029 2088 8759 or write to 18, Islwyn drive, Churchill Park, Caerphilly, Mid Glam, S.Wales, CF833FY.

**HMS Renown (stbd):** Does anyone know the whereabouts of LRO Dale 'Debbie' Reynolds who served on Renown from 1994 until 2000? Lost contact in Rosyth when they were in refit and Steve moved down South. Contact Steve 'Trigger' Royce-Rogers at stev@supanet.com or write to Moat Cottage, 5 Furlong, Warminster, Wiltshire, BA12 9BU.

**Royal Arthur:** Charles Walker, otherwise known as Charlie, was a National Serviceman, 1948-50, based at Portsmouth, after training at Royal Arthur. He was a writer, and there weren't many national servicemen in the RN at that time. His last posting was to HMS Montclair, first at Rothesay and then in dry dock at Rosyth. Still fit and active and enjoying retirement, he would be delighted to hear from any old comrades who read this. Contact Charlie at walkerchrl@tiscali.co.uk, tel: 023 8079 0893 or write to 19 Springford Crescent, Southampton SO16 5LF.

**San Diego:** Lindsay Bowles, Canadian Air Force Major (Retired), has been trying to track down Clive Rawson who was stationed in San Diego during the mid 1980s so that he and his wife Helen can be invited to a reunion to be held in 2008. Lindsay saw an article on him and his crew in the *Navy News*. If you can help contact C Lindsay Bowles at Lindsay.bowles@rogers.com or write to 3617 Delsion Drive, Navan, ON K4B 1K5, Canada.

**HMS Taff and HMS Spey:** Donald Kirk served in HMS Taff and HMS Spey during WWII. He is hoping that some of his old shipmates might like to get in touch with him. He can be contacted through his daughter in law, Mrs Tessa Kirk at tessakirk@btopenworld.com or tel: 01275 332240 or write to c/o 20 Hillside Gardens, Bishop Sutton, Bristol, BS39 5XG.

**HMS Tiger 1972:** Far East Commission Communications Mess. Remember Fitzgerald and Kirkwood? If you do they would like to hear from you as they have been talking about you recently. They can remember some names and even have a couple of photos to share. Contact Dave Fitzgerald at daveandelaine@blueyonder.co.uk or tel: 07939 039088.

**Harry Veevers:** Beverley is trying to find out any info at all on her grandfather (good or bad) who served on various ships between 1942 and 1946. She has some information but would desperately love to find a photo of him. Any information would be very much appreciated. Contact Beverley Holloway at Beverley.holloway@audi.co.uk or write to 4 Wolston Meadow, Middleton, Milton Keynes, MK10 9AY.

**HMS Vigilant 1959-61:** Tubby Holday, Ken Deacon, Tom Smith, all of the ERA's Mess. Dusty Miller would like to hear from you. Contact Keith at plmoldsalt@blueyonder.co.uk or tel: 01752 318443 or write to 115 Stanborough Road, Plymouth, Devon, PL9 8PJ.

## Deaths

**Petty Officer RS(U) Samantha Appleton.** Entered Service 1992. Served HQ BFSAL, NAVSEC, 2SL/CNH, Fleet HQ ND, FOSM Northwood Ops, RN Gibraltar, HMS Excellent, Collingwood and DCSA Commcns Whitehall, September 30.

**Lance Corporal Gordon 'Gordy' Alexander Campbell RM.** Joined Marines 1997. Strong operational experience from service in Kosovo, Northern Ireland, Iraq and Afghanistan. Died during training accident at Ponthilas, September 25, Aged 28.

**POSA Anthony Dedman, Fleet Target Group (792 Squadron).** Entered Raleigh 1984 and served Cudrose, Phoebe, Illustrious, NP1027 (Cyprus), Drake, Herald and RFANSU, October 2.

**Admiral of the Fleet Sir Michael Pollock DSC.** Entered Dartmouth in 1933 aged 13

## Ask Jack

**Navy News cutaways:** Does anyone out there have, or know the whereabouts of, full schematic drawings or architectural plans for either Type 21 frigates or County-class destroyers? *Navy News* would like to have cutaways drawn up of these ships in time for our Falklands Conflict supplements next year. If you can help, please contact *Navy News* on 023 9272 5061 or e-mail: edit@navynews.co.uk.

**Naval Pipe Band:** Seeking information regarding a Naval Pipe Band in World War 1. Donald has been informed that Neil MacKay RNR, from the Isle of Lewis, Western Isles, a member of the Naval Pipe Band, was killed in an air raid on Chatham Barracks on September 4, 1917. There were pipers on a number of ships and he wonders if this Naval Pipe Band was permanently stationed at Chatham or did they perform at naval parades and functions around the country? Contact Donald MacLeod at donaldj.macleod@tiscali.co.uk or at 49 Woodcroft Avenue, Aberdeen, AB22 8WV.

**HMS Hopper 33:** Alan is looking for a photograph of this barge, built in 1912 on the Clyde and based in Ismailia on the Suez Canal in 1942. She had two tall funnels abeam, a crew of about 30 and was equipped as a minesweeper and swept the canal from Port Said to Port Suez. If anyone can help could they contact Alan Watson, 27 Station Road, Witten le Wear, Bishop Auckland, Co. Durham, DL14 0AN.

**AB Leslie Victor House and HMS Hunter:** Leslie joined HMS St Vincent in 1930 as a boy, believed to have come from the Poole area. He was killed in an explosion in Hunter off the Spanish coast in May 1937 and was buried in Gibraltar. Robert would be grateful for any information about his life and that of his ship which was sunk at Narvik in 1940. Contact Robert Lawrence at robert@lawrence07.wanadoo.co.uk or write to 16 Diana Close, Gosport, Hants, PO12 2RJ.

**HMS Invincible 1987:** Would CPOCK K J Davies send a SAE to S J Griffin, 49 Amberley Road, Hilsea, Portsmouth, Hants, PO2 0TQ.

**Eagle, Albion and Antrim photographs:** Harry asks if anyone can help him out with pictures and movements of his former ships. He has recently been burgled and a lot of personal belongings have been stolen, including commissioning books and numerous photographs. No worth to anyone, but it is a lot of his life. The ships are: HMS Eagle 1966-69, HMS Albion 1969-72. After leaving the RN he joined the NAAFI, serving in HMS Daedalus and HMS Antrim 1973-76. Any information would be very much appreciated. Contact Harry J Cook at harrythehorse100@hotmail.com or write to 67 Brambleside, Kettering, Northants, NN16 9BP.

**HMS Ulster 1957-58 Commission:** Woody served as an ME in HMS Ulster and apart from a newspaper cutting and pictures of the ship in the breaker's yard, he has no photos of his time onboard. He knows several photos were taken at the time and hopes that former shipmates will be able to help him with copies. He is willing to pay any expenses. Contact Tony Woodman, 4 Drummond Road, Blairgowrie, Perthshire, PH10 6PD.

**Royal Naval Volunteer Band:** Seeking help from anyone who may know of the Royal Naval Volunteer Band which was operating in 1929-1930 perhaps out of Eastney Barracks, Southsea. I have two photos of my father in such a band, however the Royal Naval Museum and Royal Marines Museum, Eastney Barracks have no information. Also seeking information or photographs of the Royal Naval and Marine Maternity Home in Clifton Road, Southsea from 1929-1937. If you can help, contact (Mrs) E Chapman at dechapman@bigpond.com.au or write to Carinya, Wallendbeen, NSW 2588, Australia.

**Whaler:** The Western Australian Maritime Museum is reconstructing a 27ft motorised Whaler and is in desperate need of some photos or manuals showing the internal layout of these boats. Also looking for information on Enfield Diesel Engines HO series to refurbish existing engine to be placed into the whaler. Contact Norm O'Neill, Submarine Technical Officer, Naval Collections Manager, HMAS Ovens SSG-70, Western Australian Maritime Museum, Cliff Street, Fremantle, WA 6160.

**HMS Worcester:** Can anyone please help with information relating to the part that HMS Worcester played in the Channel Dash with particular reference to Ordinary Seaman Joseph Charles Ridgeley who was killed on February 12, 1942? Joseph was conscripted on May 14, 1941 at Collingwood. He was later attached to Victory before being posted to Worcester where he met his death. This information is being used to write a private family history of Joseph Ridgeley for the benefit of his family descendants. Contact Nigel Morley at nigel.morley@world.com or tel: 07731 692704 or write to 30 Mount Pleasant, Keyworth, Nottingham, NG12 5EQ.

## Swap drafts

**Std B Davidson.** Draft: Plymouth. Will swap for: any ship in Plymouth. Contact: 07837 671558.

**Wtr O Williams.** Draft: RAF Wittering, UPO (current). Would like to swap for: any Portsmouth shore draft - this draft would be ideal for any northern-based Writers. Contact: 95351 7848 for details.

in training ship Frobisher; midshipman in battleship Nelson; lent to destroyer Express in the Mediterranean (Abyssinian crisis, 1935-36); as lieutenant appointed to the cruiser Viceroy, flagship of the America and West Indies station in 1937; then Warspite at Malta until June 1939. As first lieutenant of Vanessa he saw action with Atlantic and Channel convoys until July 1940. Qualified as a gunnery officer and was an instructor. Served in Arethusa in the Mediterranean, took part in battles around Malta, mentioned in dispatches for his gallantry. Appointed gunnery officer of Norfolk engaged in Russian convoy duties; twice mentioned in dispatches and awarded the DSC. Appointed LVO for his role in the funeral of King George VI, 1952. Second-in-command of the Far East Fleet Flagship and given command of a destroyer flotilla; 1963-64 he commanded Ark Royal in the Far East and African waters; appointed CB in 1966 and KCB in 1969. Appointed Flag Officer Submarines, 1968 and later Controller of the Navy and First Sea Lord and GCB in 1971. Active in the policy which led to the 'through deck cruiser' - the invincible class carriers. Retired in 1974. September 27, Aged 89.

**Sir Norman Blacklock.** Surgeon Captain. Joined RN in 1951, served National Service in Theseus and Warrior returning to civilian life in 1954 but remained Naval Reserve Officer. Rejoined Service and appointed to RN Hospitals Chatham, Plymouth, Malta and Haslar. He became the Navy's Director of Surgical Research and received OBE in 1974 and retired 1978 as a surgeon captain. Appointed medical adviser officer to the Queen on overseas visits in 1976 and joined the Royal Household in HMV Britannia for the Queen's Silver Jubilee 1977. Appointed CVO in 1989 and at the conclusion of his last Royal tour to Hungary in 1993, KCVO. September 7, Aged 78.

**Lt Joel C E 'Joe' Blamey DSC, DSM.** Submarine Engineer. Engineering apprenticeship began 1920, posted as ERA 5th class to Royal Oak and Valiant. Switched into submarines 1925, joining L52; also served in H29, L16, L21 and Oswald. Promoted to chief ERA in 1937, posted to the submarine Seahorse; at the outbreak of war appointed chief ERA to Porpoise which was assailed for two hours by more than 80 depth charges. Although severely damaged she returned to Portsmouth 1942; he was subsequently invested with the DSM. Appointed to Shalimar under construction and assisted with intelligence assessment of the captured U-boat U570, which had been renamed Graph. Early 1944 he was appointed to the newly-built Strongbow, where he rejected items of machinery that had been inefficiently installed - her crew owed their lives to his professionalism. Awarded the DSC, August 1945, for his bravery and distinguished service. Served in Umbra and Sanguine. After the war he continued in the submarine service in teaching and management posts and a short tour as engineer officer of the submarine Sidon. Submariners Association, Exeter branch. Figsard Association. September 10, Aged 101.

**Peter 'Ronnie' Carroll CPO (OPS)(M).** Served HMS Victorious, Kent, Norfolk, Excellent, Fraser gun range, Cambridge and Dryad, August 31, Aged 60.

**William 'Bill' Pittendreich.** Boy Seaman. Served in HMS Comet (Far East), Caledonia and Renown. Majestic 'Caledonia' 1937, Boy's 1939 Association and HMS Renown Association. Former Sea Cadet Officer Stonehaven. Aged 83.

**Sue Cooch.** HMS Orion Association, associate member. May 15.

**Bill Stephens.** Seaman. Served Orion 1942-44. HMS Orion Association. May 18.

**Gordon 'Pincher' Martin.** CPO (A/R) Fitter. Served 1939-53. Ships: Eagle, Theseus, Establishments: Kestrel, Condor, Fort Rantz, Fieldfare, RAF Boscombe Down, Gannet, Simbang and Daedalus. September 13.

**Peter Hughes.** Seaman. Served HMS Duke of York 1944-46 and member of association. September 4, Aged 79.

**Anthony 'Tony' Webster.** CPO. Served 1967-69 in air squadrons 849D (Gannets) and 815 (Lynx), Air Stations St Vincent, RNAS Brawdy, Lissiemouth, Lee on Solent, Portland and Yeovilton. HMS Eagle, Phoebe, Battleaxe, RFA Fort Austin (Falklands campaign) and Invincible (815 Squadron). August 30, Aged 57.

**Alan Bibby.** LSBA. Served 1947-60. Trained at RNH Chatham and served in RNH Plymouth and ships and establishments Raleigh, Blackcap, Sanderling, Drake, Euryalus, Bermuda, Daedalus, Heron and Ranoura. RNMNR 7 SBS Association. September 24, Aged 77.

**J 'Gibbo' Gibson.** CPO. Served in Loch Alvie, Renown, survivor of HMS Warwick; instructor for Ghana and at Raleigh. HMS Warwick Survivors Association. August 26, Aged 86.

**John A Pocock.** Able Seaman. Served 1944-47 in Saumarez, Cavendish, Flying Fish and Bonaventure. Russian Convoy Club and Standard Bearer for Burma Star Association. September 22, Aged 80.

**Jonathan Cohen.** Trained as a code-breaker at Bletchley Park and served in Naval Intelligence in the Far East from 1942-45. September 26, Aged 83.

**John 'Jack' Somerville.** AB OA3. Served 1947-54 in Victorious, Barrosa, Drake, Alania, Ulysses and Daring. HMS Daring Association (1952-54). Aged 79.

**Jack Culshaw.** WWII veteran. Harlow branch, Normandy Veterans Association. Editor of *Kedge Hook*. Published a book about D-Day *First in Last Out*. LST and Landing Craft Association, chairman of Essex branch, served in LBW1, LBW Flotilla and LSTs. September 30.

**George Mortimer.** Joined TS Mercury 1932, served until 1958. Wartime Telegraphist Air Gunner; later Chief Aircrewman with 812 NAS, 14th Carrier Air Group, HMS Glory (Korea). TAGS and 14th Carrier Air Group Associations. September 19.

**David Lawrence.** LEM(Air). 812 NAS served Ariel, Dipper and Eagle. Member of the RNARS, call sign M3 HXR, 14th Carrier Air Group Association. September 29.

**Mac Ritchie.** LEM. Served 1956 in Cheviot, HMS Cheviot Association. September 30, Aged 82.

**Raymond 'Spider' Kelley.** Stoker. Served 1960-69 in HMS Maryton (Far East), Dainty, Clarbston, Puncheston (Persian Gulf). August 28, Aged 64.

**Roland Clifford Gaiger.** Served Adamant (Freemantle) during WWII. September 18, Aged 81.

**James 'Jim' King.** Stoker 1st Class. Served 1943-46 in Duke, STE Southampton, Danae, Boscawen, Ross, Lucifer, Speedy and Victory (RN). September 17, Aged 81.

**Lt Cdr Richard 'Ollie' Edwards.** Joined

Raleigh and began his career as an AB; he spent 26 years serving in Guernsey, Cornwall, Sheffield, Pensacola (Florida) and FOST at sea, Digby, GCHQ and finally leaving RAF St Margan 2005. Harbourmaster at Newquay. October 7, Aged 49.

**Philip Bryant.** Joined HMS St George (Isle of Man) as Boy 2nd Class 1942. Served in Black Prince, Drake, Pembroke, Ganges, Padstow Bay, Sheffield and Broadsword. Served in Cossack (D57) as PO (RC1) 1953 and left in 1955. HMS Cossack Association. June 25.

**ROYAL NAVAL ASSOCIATION**  
**Arthur J R Bannister.** Telegraphist. Thurrock. Served 1942-46 in Wasp, MTB 231, Drake and Implacable. September 15.

**Frank Bland.** AB. Norwich. Served 1943-46. August 19, Aged 81.

**Frances Elsie 'Frankie' Fowler (née Bennett).** L Wren Writer (S). Joined RN 1946 and demobbed in 1949; rejoined 1951 discharged on marriage 1952. Served Ceres, Daedalus and President. Swindon branch for 30 years and Branch and Club Secretary for most of this time. September 20.

**Douglas Stuart Speed.** Ipswich. Algerines Association.

**Peter Charles Thompson.** Chairman Ipswich British Legion, and member of Ipswich branch RNA, June 25.

**George Rossiter.** Stoker Mech. Branch Parade Marshal and served on the General purposes committee involved in welfare and organising social events for the Brentwood branch. Served in Triumph, Pembroke and Algerine class ships. September 21.

**Revd Ron Dark.** Honorary member Brentwood. October 7.

**George Edward Walldridge.** Ipswich. LST landing Craft Association. July 29.

**Donald Thomas Kenna.** Soham and district. First post-war cruise in HMS Duke of York. September 20, Aged 78.

**Jack Sharpe.** Chief Yeoman. Minutes Secretary of West Malling. Served 1937-46 in Ganges. Royal Sovereign, Vengeance, Phoebe, Ivanhoe and Franklin. September 14, Aged 85.

**Christian lady Innes.** City of Inverness, L/ Wren. Wartime service HMS Carrick (Clyde) CInC Staff Far East with Admiral Louis Mountbatten. September 25.

**Sandy MacLeod.** CH(ME). City of Inverness. October 3, Aged 75.

**Norman Hayward.** Oswestry, founder member. Served 1944-47. August 25, Aged 79.

**E Fowkes.** PO Cook. Lichfield branch for 36 years. Served 13 years in Victory, Maidstone, Siskin, Rattlesnake, Newcastle, Gamecock, Tyne, St Vincent and Caprice. September 3.

**W G Maddocks.** Vice president and life member Belfast. Served Drake and Far East. July 18.

**D W Beattie.** Former secretary Belfast. Served Caroline. September 7.

**HMS ILLUSTRIOUS ASSOCIATION**  
**Bill Lawson.** Served from 1941-46; in Illustrious 43-45 and many years as National Chairman to HMS Illustrious Association. June.

**Bill Roberts.** Served 1936-49; joined Illustrious when she first commissioned in 1940 leaving May 1943 as a Leading Stoker. January 20, Aged 89.

**Charles Bullen.** Served 1945-67; in Illustrious 1951 as LSM in engine room. March 28.

**Ken Evans.** Served in ship 1943-46 in 27 Mess as Canteen/Supply Assistant. March 4.

**James Kingston.** CPO (Cox'n). Served 1935-60; in Illustrious 1940 at Taranto and Malta, leaving as PO in 1943. August 14.

**LST & LANDING CRAFT ASSOCIATION**  
**C T Bowman.** Served LSI(L) Empire Spearhead and LSI(L) Glengyle, February 2.

**J M Bray.** Served LCTs 876, 1344, 4086 and LCI(L) 501, July 6.

**P J Myson.** Served LST 62. August 18 in Switzerland.

**A Wheeler.** Served LCP Flotilla 6, LSI(S) Prins Albert, LSI(S) Princess Astrid, HMS Dindonald and HMS Northey, August 23.

**D G North.** Served LCI(L) 113. September 1.

**S Turner.** Served LCT 7006. September 9 in Australia.

**SUBMARINERS ASSOCIATION**  
**A 'Alf' Barlow.** ME1. Birmingham branch. Submarine service 1954-61 in Tactician and Thule. Aged 75.

**A R G 'Andrew' Campbell.** Mech. 11. Portsmouth branch. Submarine Service 1954-76 in Upstart, Scorcher, X-Craft, Scythian, Trump, Amphion, Oberon, Resolution, Renown and Oracle. Aged 69.

**A 'Bert' Onslow.** AB ST. Merseyside branch. Submarine service 1942-46 in Clyde and Tactician. Aged 84.

**ASSOCIATION OF RN OFFICERS**  
**Capt P C B Canter.** Served: Brinton, Eskimo, Wasperton, Caprice, Saker, Juno, Blake, Sirius, Active and Dryad.

**Cdr C H R Clive-Powell.** Served: Vengeance, Pembroke, Birmingham, President, Drake, Raleigh and NATO.

**Lt Cdr D N Dalton.** Served: Liverpool, Cornus, Virago, Theseus, Russell, Watchful, Loch Ruthven, Drake and Cochrane.

**Rear Admiral N H Malim.** Served: President, Manchester, Triumph, Britannia and Warrior.

**Lt A J C Reger.** Served: Renown and Unicorn.

**Capt B K Shattock.** Served: Pelican, Bramble, Superb, Birmingham, Phoenixia, Corunna, Bulwark, Centaur, Leander, Glamorgan, Mercury and Dryad.

**Lt R W Stanley RNRV.** Served: Cavalier and Douglas.

**ALGERINES ASSOCIATION**  
**Sidney Miles.** Stoker Mech. HMS Lightfoot. September 19, Aged 84.

**George Rossiter.** Stoker Mech. HMS Waterwitch. September 21, Aged 79.

**Tom Swatman.** Stoker Mech. HMS Wave. October 1, Aged 80.

**Maurice Warren.** Chief ERA. HMS Providence. October 4, Aged 87.

**Tom Harris.** AB. HMS Hare. October 7, Aged 80.

**FISGARD ASSOCIATION**  
**Barry 'Bob' Fletcher.** ERA 1949. Series 05, August 1.

**Roger Symes.** CMEA(H). 1963 Series 49, September 4.

**R G Poole.** 1939 Collingwood. September 8.

**Fred Gooch.** 1949 Series 05, September 12.

**M A 'Alf' Warren.** 1935 Rodney. October 4.

## SEASONAL SPECIAL OFFER

Take



# Au revoir not goodbye

THE MOD wants to know how to motivate those who have left the Service to stay in touch and have a continued commitment to serve.

The MOD has asked the Institute for Employment Studies to carry out a study to find out the views of those who have left in the last three years and have a Regular Reserve liability.

Some of the issues to be addressed will include leavers' overall understanding of their Regular Reserve liability when joining and leaving the Service, what leavers miss about Service life, and what incentives could be used to encourage leavers to stay in touch with the Royal Navy.

The decision was taken to try to understand better the problems of Service leavers as a result of the recent increased deployment of reserves.

The survey was posted to individual reservists in mid October, but if anyone did not receive a copy the survey is available online at: [www.employmentresearch.co.uk/services](http://www.employmentresearch.co.uk/services).

Any queries should be directed to Dilys Robinson at the Institute for Employment Studies on 01273 873122 or e-mail [dilys.robinson@employment-studies.co.uk](mailto:dilys.robinson@employment-studies.co.uk).



● HMS Manchester alongside in Devonport

# All ships in shape

TOTALLING almost four years in refit, submarine HMS Talent and destroyer HMS Manchester have left the nurturing world of Devonport Management Limited to return to sea.

The hunter-killer submarine racked up most of that time with a thorough three-year overhaul in DML's hands.

Commanding Officer Cdr David Lightfoot said: "This represents the culmination of a long and challenging phase of refit activity and the beginning of HMS Talent's return to operational service."

"The dedication and teamwork of all involved, especially in the latter stages, has been very effective in overcoming the complications you might expect from such a large and complex work package."

"HMS Talent sets sail in good shape and in good heart."

The overhaul has involved a total of two million man hours including reactor refuelling, the installation of the sonar 2076, and a new heat management system, as well as a total refurbishment.

Despite the long time out of action, the submarine has returned

from refit on time and with a significant £6 million saving on previous projects.

A mere seven months was all it took to turn HMS Manchester into one of the nation's most capable warships.

The 'Busy Bee' is the first Type 42 to be fitted with a modified transom flap for improved fuel efficiency, allowing her to operate for longer periods at sea with a reduced cost.

Cdr Bill Evans, the destroyer's commanding officer, said: "This is a key milestone for HMS Manchester, which has been reached after seven months of significant effort and teamwork between DML and ship's staff."

"We are thrilled to be going back to sea to prepare ourselves for the operational challenges that are to come next year."

The future for HMS Manchester holds a work-up with Allied forces in the US before deploying to the Arabian Gulf.

## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the November headlines of past decades...

### 40 years ago

The guided-missile destroyer HMS Devonshire and new Royal Fleet Auxiliary RFA Olander paid a call behind the 'Iron Curtain' with a goodwill visit to the Baltic states and Russia.

Anchored in Leningrad, the Navy destroyer was crowded with visitors keen to explore the British warship.

Sailors from Devonshire got the chance to venture on to Russian soil, with a trip to the summer palace of Tsar Peter the Great – although the Leningrad Metro proved somewhat baffling...

Other stop-offs on the trip were Helsinki and Gdynia.

### 30 years ago

A new squadron 700L formed up at RNAS Yeovilton – the first Naval air squadron to be equipped with the new Lynx helicopter.

The new squadron was a joint British-Dutch venture with personnel from both countries working side by side in this intensive flying trials unit to evaluate the aircraft's operational performance before its introduction to the Fleets.

Back to the modern day, the next generation of Lynx aircraft is in development, under the guiding hand of an IPT based in Yeovilton – and Future Lynx will be in service within 10 years.

### 20 years ago

Twenty years ago 260 British veterans of the Arctic convoy received recognition from Russia for their services to the Soviet Union during World War 2.

This was the first time that the USSR awarded so many of one type of medal to people outside Russia.

The 260 were all members of the newly-formed British North Russia Club.

In October 2006 the first badge has now been awarded to Arctic Convoy veterans in the shape of the Arctic Emblem, a white star with a red centre bearing the words 'The Arctic'.



● The first Royal Naval Lynx helicopter of 700L Naval Air Squadron, a joint British-Dutch venture, arrives at RNAS Yeovilton in the 1976 Navy News

## NOTICEBOARD

### Reunions

Fisgard 812: After 26 years maybe get together and have a few beers in Torpoint. Anyone interested? Please contact Kurt, Game Farm Cottage, Main Road, West Bilney, King's Lynn, Norfolk, PE32 1HP. Tel: 01760 337389.

JANUARY 2007  
HMS Caledonia: S50 Entry ERAs and Shipwrights, Collingwood Division 1965-67 will hold their next reunion at the Portsmouth Marriott Hotel, January 12-13. For further details please contact Don Fawcett at [fawcett.d@deutz.com](mailto:fawcett.d@deutz.com) or tel: 023 9269 2964 or write to 15 Devon Road, Copnor, Portsmouth, PO3 5ET.

BRNC Dartmouth 1977: A 30th reunion dinner for all those who joined Britannia Royal Naval College in January 1977 is being planned for January 20 at BRNC.

Please make early contact with Bungy Williams at [Bungyirw@hotmail.com](mailto:Bungyirw@hotmail.com) or tel: 0117 913 6965 for details.

FEBRUARY 2007  
HMS Torbay: 1st Commission Reunion. Will take place at the Majestic Hotel, Barrow in Furness, February 3. Names plus £10 deposit to WO1 Paul Donoghue at [foat-sm-st25@a.dii.mod.uk](mailto:foat-sm-st25@a.dii.mod.uk) or tel: 01436 674321 ext 6458 or write to FOST SM, HMNB Clyde G84 8HL.

HMS Penelope: Reunion and AGM 2007. To be held in Blackpool, February 16-18. Contact the Secretary Mike Bee at [bee@ntlworld.com](mailto:bee@ntlworld.com) or write to 1 Oddfellows Street, Mirfield, WF14 9AB.

MARCH 2007  
HMS Exeter: Reunion at the Richmond

Hotel, Torquay, Devon, March 9-12. Please contact Sam Deeley at [dukeshotels@hotmail.co.uk](mailto:dukeshotels@hotmail.co.uk) or tel: 01803 217947.

HMS Bulwark, Albion and Centaur Association: Did you ever serve in Bulwark, Albion or Centaur? The Association is open to anyone who served at any time on these ships. Magazine three times per year plus events including AGM/Social, sea-days and anniversary commemorations. AGM 2007 is on March 31 on board the restored HMS Trincomalee, previously Foudroyant, at the historic Quay in Hartlepool. The Social will be at the Hillcarter Hotel. Membership is just £8 per annum! Enquiries to Leigh Easton at [ngsfo@tiscali.co.uk](mailto:ngsfo@tiscali.co.uk) or website <http://www.bulwarkassoc.plus.com> or write to Glenmoray, Hayford Place, Cambusbarron, Stirling, FK7 9JX.

HMS Dasher (1943) Association: The annual remembrance service and reunion takes place, March 23-25 at Ardrossan, Scotland. It is open to all members of the Association and any survivors, relatives, rescuers, friends who have yet to join the Association. Details from Ron Marston on 029 2070 3790 or e-mail: [ronald.marston1@tesco.net](mailto:ronald.marston1@tesco.net)

APRIL 2007  
HMS Ladybird (Sasebo Japan) Association: The 2007 Reunion and AGM is being held at the Savoy Hotel, Bournemouth, April 27-29 (please do not ring the hotel direct). Details from Terry Cooper, 28 Hopgrove Lane South, Malton Road, York, YO32 9TG, tel/fax: 01904 425883.

MAY 2007  
HMS Ruler/885 Squadron NAS: Reunion in Portsmouth, May 18-21. Details from John Robson on 028 9079 6538 or Ted Restall on 0117 932 7074.

JUNE 2007  
RNAS Culdrose WO and SRs Mess: The Falklands 25th Anniversary dinner will be held June 21, 2007, all past members and veterans wishing to attend should contact Caroline on 01326 552286.

OCTOBER 2007  
HMS Danae (First Commission): This 40th anniversary reunion will be held at the Royal Fleet Club, Morice Square, Devonport on Saturday October 13, 2007. For more information contact Mac at [mac@hms-danae.com](mailto:mac@hms-danae.com) or tel: 07761 717139.

### Appointments

Maj N J Grace to RM Band Portsmouth as Director of Music on January 12 2007.  
Lt Cdr B J S Wheaton to 750 Squadron Seahawk, RNAS Culdrose, as CO on January 2 2007.

Capt K Winstanley to be promoted Commodore and to UKMCC Telic as UKMCC on October 19.

Cdr R J A Bellfield to be loaned from HMS Portland to HMS Argyl in command September 11 to 17.

Cdr S R Drysdale to be loaned HMS Sovereign as CO on September 12 to October 1.

Lt Cdr G C S Smith to 849 Squadron B Flight as CO on February 13 2007.

### Sports lottery

September 16: £5,000 – OM(WSM)1 T S Jackson, HMS Tireless; £1,500 – Mne M Barrett, FPGRM; £500 – AEAAPP A S Fleming, HMS Sultan

September 23: £5,000 – MEM2 M A Ducker, HMS Lancaster; £1,500 – NAAH2 A J Pearce, RNAS Yeovilton; £500 – SA2 T M Richardson, HMS Nelson

September 30: £5,000 – Lt M Cox, JFCHQ Agrippa; £1,500 – LMEA J Dyke, HMS Trafalgar; £500 – POAEM Pollard, Yeovilton 847 Squadron

October 7: £5,000 – Std2 J R Western, HMS Illustrious; £1,500 – Mne B D Phillips, Commando Logistics Regiment; £500 – CPOMEA H D Leader, HMS Sceptre

October 14: £5,000 – MEM2 R W McGee, HMS Bulwark; £1,500 – MEAAP G J Murray, HMS Sultan; £500 – 2/Lt L Marshall RM, HMS Neptune

### Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number. No special equipment is needed to play the standard 90-minute cassettes.

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email: [subscriptions@navynews.co.uk](mailto:subscriptions@navynews.co.uk)

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## Association of Royal Navy Officers

ARNO is the Membership Association and Charitable Trust for serving and retired commissioned officers of the RN, RM, QARNNS, the former WRNS and their Reserves.

The ARNO Charitable Trust provides advice and access to charitable funds for those members, their wives, widows and dependents who are in need and/or experience financial difficulties.

Membership Association subscription: £12 annually or a single payment of £180 for Life Membership.

Contact details: tel: 020 7402 5231 fax: 020 7402 5533  
email: [osec@arno.org.uk](mailto:osec@arno.org.uk) [www.arno.org.uk](http://www.arno.org.uk)

Please send me details and membership application form:

Name & address \_\_\_\_\_

to: Membership Secretary, ARNO, 70 Porchester Terrace, LONDON W2 3TP

Entries for the Deaths' column and Swap Drafts in December's Noticeboard must be received by **November 13**

### NOTICEBOARD ENTRIES

■ Notices for this page should be brief, clearly written or typed and addressed to – The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before the month of the event.

■ There may be a delay before items appear, due to the volume of requests.

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.

■ The Editor reserves the right to edit or refuse publication of submitted notices.

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.



## Never-say-DII attitude helps with new system

RM INSTOW, home to 11 Amphibious Test and Trials Squadron RM, is the first unit in Fleet to go live with the newly-installed Defence Information Infrastructure (Future) – DII/F.

John Martin, Head of N6 Information Systems Services at Fleet HQ, said: "This is a turning point for the DII programme, and a notable first for the Naval Service."

The DII/F project will replace numerous individual information systems throughout the MOD with a single, more efficient information infrastructure.

DII will revolutionise the way in which the MOD shares information and works both internally in the fixed environment and with allies on deployed operations.

Graham Hill-Adams, the ATLAS Consortium's Implementation Manager for RM Instow, said: "There were no examples to work from during this migration; everything we did was for the first time, so teamwork was key."

"This was the first regular unit migration in the programme, so there was no room for error. I was very happy when we achieved element completion without any problems."

Migration at RM Instow was swiftly followed by similar success at RMR Tyne, where a First User Live capability was also delivered in mid-August, followed by final assurance a week later.

Steve Brewster, the ATLAS Implementation Manager for the RMR Tyne site, highlighted the outstanding efforts of the ATLAS and MOD team who worked together in partnership to achieve First User Live on time, praising the helpfulness, hospitality and team-working skills of the personnel at Tyne, led by their Commanding Officer, Lt Col George Matthews RM.

Migration to DII/F continues across the Fleet estate, with some 16 Reservist Units expected to achieve a First User Live by the end of this year.

In 2007, migration activity will capture the naval bases, air stations, RM units and the remaining RNR and RMR population, with a Last User Live in this first Increment of the DII/F programme expected around October.

Afloat, the migration sequence is linked to the current Fleet refit programme; the first platform due to receive DII/F is HMS Cumberland in 2007.

## It's your 2-6

NEED to get your message across to the rest of the RN?

To feature in 2-6 contact Lt Cdr Dave Joyce at Fleet Media Ops on 93832 8809 or Lt Cdr 'Aj' Ajala at DPR(N) on 9621 85984.

The eighth 2.6 DVD will be out shortly, featuring Logistics Branch development, Reserves integration, and Navy News acting editor Sarah Fletcher talking about RN merchandising.

# Failing to attend – and attending to the failing

A NEW system called Minor Administrative Action will be introduced from next spring to deal with minor professional and personal failings.

This will be a properly regulated system to deal with incidents that are not serious enough to be trooped for.

Royal and the Army are well used to this system, which enables all superior officers (leading hands/corporals and above) to take immediate action to sort out their troops if they perform inadequately.

When the Army introduced

their equivalent – AGAI 67 – they saw a big drop in the number of disciplinary cases requiring summary trial, as all the minor professional failings were dealt with on an administrative basis quickly, effectively and fairly.

As these are administrative actions they will not involve the Reggies, but will be dealt with by departments/part of ship.

This system will give our leaders, senior rates and officers a greater ability to take charge, get standards right and correct poor behaviour or performance.

The sort of thing we are talking about here is being adrift for both watches, sloppy work,

poor kit, minor insubordination and minor diversity or equality infringements.

The 'golfbag' available to deal with these failings will include:

1 Show Musters/Parades: This would involve up to three musters (45 minutes maximum duration) between 0700 – 2300hrs in whatever uniformed dress and equipment as directed by the superior rank originating the award. Skills training and appropriate physical training may be included if the individual's failing warrants it.

2 Extra Duties/Tasks: An individual may be required to carry out up to three extra duties or tasks in addition to his or her normal duties

in order to emphasise the efficient performance of those duties.

3 Extra Work: An individual may be required to carry out general jobs not directly associated with normal duties in his or her spare time in order to correct a failing.

4 Recorded Oral Warning: A verbal warning detailing an individual's shortcomings and giving advice on how to rectify the behaviour. The warning is subject to review for up to three months.

5 Counselling: This may be used for minor breaches of the code of social conduct and should take the form of re-educating an individual in Equal Opportunities Policy. It would also be appropriate for

dealing with inefficiency due to alcohol, and may also be used for placing an individual on a one-day alcohol awareness course, if for example their bad time-keeping or poor turnouts are due to regular over-indulgence in alcohol.

6 Return To Unit: This can be used during non-career courses or temporary loan, for example, a squadded rating loaned to another unit for employment; in most circumstances the individual should have been previously warned.

All actions will have to be endorsed by an appropriate Reviewing Officer before they can be imposed, and the individual will be asked if he wants a full review in all cases.

If the individual receiving the action still feels that he or she has been unfairly treated, redress may be sought through the normal complaints procedure.

Of course the Reggies and Jossman will not be made redundant – the new system will not be appropriate for any criminal act or serious disciplinary offence; being adrift when the ship is under sailing orders or misbehaviour ashore in the public eye will certainly result in "Off Caps" at Table in front of the XO or CO.

Further information will be published shortly as a Galaxy Brief and in the Autumn Personnel Support Brief, and a JSP is expected to be published by December.

The RN Armed Forces Bill Implementation Team and Divisional Support Team will conduct roadshows during this month to brief senior staff on the details to pass down to their units.

## Register to make your voice heard



● LOM(C) Greenway, ET(WE) Hazeldine and OM(C) Elliott register to vote while on Atlantic Patrol Task (North) duties in HMS Iron Duke off the coast of Jamaica

A CAMPAIGN to remind Royal Navy personnel of the importance of registering to vote in elections is well under way across the globe.

The campaign, launched by the Electoral Commission and the MOD, coincides with the 'Annual Canvass', when UK householders are asked to supply details for the Electoral Register.

The system has been changed to make it easier for Service personnel and their families to vote, thanks to the Electoral Administration Bill which was recently passed in Parliament.

Every unit has appointed a Unit Registration Officer

(URO) who is responsible for the distribution of information and registration leaflets.

And every unit was asked to hold a 'Service Electoral Registration Day' last month, while the MOD has set up dedicated intranet and internet sites.

Among the units supporting the scheme were Portsmouth-based frigates HM ships Westminster and Iron Duke.

The Westminster URO, Lt Richard Brooksbank, dished out leaflets while the ship was alongside in Muscat, while his colleague in Iron Duke had shipmates signing forms while the Type 23 warship was off the coast of Jamaica.



● Members of HMS Portland receive their Defence Learning Portal (DLP) accounts and passwords; from left, PO Andy Sinclair, LET Charlie Spencer and ET Dave Gilliam

Picture: LA(Phot) Alex Cave (FRPU)

## Top tips: the ABC of DLP

THE DEFENCE Learning Portal (DLP) is your gateway to more than 250 eLearning courses.

It will allow you to develop skills in computer use, presentations and all levels of team management, as well as providing military skills courses and the latest and improved animated JPA self-service courses.

Following the detailed article in October's Navy News, DLP account details and passwords have now been issued to all RN ships and submarines and RM units.

Here are some top tips which will help you make the most of your DLP account, with thanks to HMS Portland's ship's company for their input:

- 1 Your user ID is your service number
- 2 Your password must be changed on first use to an eight character password that you can remember. It is case sensitive so check caps lock on your keyboard
- 3 You can log on to the DLP at work, if alongside or ashore, using the MOD intranet link on <http://www.dlp.mod.uk>.
- 4 You can log on the unclassified DLP at home or on the move using the following internet link <http://www.dlp.rmil.uk>
- 5 Access to work and home DLP accounts is treated differently, as only unclassified content can be viewed

### Training Education Accreditation Matters

at home. This means changing your password on the work DLP account will not automatically transfer the new password to your DLP home account. When you first use DLP at home, or on the move, use your original issued password then change it.

1 Once into the DLP, you can browse what is available by clicking on the catalogue button. Once you see a course you are interested in click on 'enrol' and then launch. You can then start your learning – it's as simple as that.

2 If you have recently changed units or your DLP account details have not yet caught up with you, access can be gained by contacting the DCSA 24-hour helpline on 96600 8910 from work or 0870 6008910 on an outside line. You will need to say "DLP" within the voice activated system and the operators will assist you to log on.

3 Remember your DLP password is for your eLearning only and does not give you access to your Joint Personnel Administration (JPA) account.

Log on and check out the range of new skills you could master at your convenience and all at the press of a button!

## RN embraces flexible careers

THE DEMANDS of a modern, flexible fighting force has led to the development of a new career structure for the Royal Navy and Royal Marines which draws on the strength of the existing system but recognises the need for a more imaginative approach.

The new Flexible Career Structure has been designed to make the RN and RM more adaptable to current and future manning challenges.

In particular, the new initiative will:

1 Align length of service with the new Armed Forces Pension Scheme 05 (AFPS 05) for new entrants

2 Give more flexibility to deal with manning challenges caused by such factors as the 'Black Hole', changes in aspirations of future recruits and changes in the state of the economy

3 Enable the Naval Service to retain those in whose skills it has invested most.

One of the most obvious changes will be that from now on personnel will join on 'careers' instead of 'engagements'.

As of the first of this month, new entrants to the RN and RM will join on a Full Career (FC), which replaces the Open Engagement (OE), and will last 18 years or to the age of 40, whichever is the later.

This matches the Early Departure Payment point of the AFPS 05.

There will be no opportunity for those on an Open Engagement to transfer to the Full Career as there is no Service requirement, and it would not benefit the individual.

Further information about the Full Career is in 2006 DIN 02-278.

Any candidates who are joining the Royal Navy and Royal Marines after November 1 this year should contact their Career Adviser in order that they can be briefed on the Full Career, and be issued with a new Form S3049 – Notice Form for Entry/Re-entry into the Naval Service.

The Second Open Engagement (2OE) will be replaced by the Extended Career (EC) from June next year for the RN, and November the same year for the RM.

The Extended Career will not be limited to five or ten-year-blocks like 2OE but could be offered at varying lengths, from two to fifteen years.

Further information about Extended Careers will be released in a DIN early next year.

The Flexible Career Structure also includes a change to legislation which allows for careers other than FC to be offered to new entrants or re-entrants in the future.

These will be known as Tailored Careers (TCs), which are not available at the moment and will only come on stream if there is a Service requirement for a particular target group.

Further work on identifying the application of Tailored Careers is in progress.

The Flexible Career Structure is one of many projects aimed at modernising employment in the Naval Service, and it is hoped that over time it will bring more flexibility for the Service and the individual and will be of benefit to all.



## The Royal Navy writes on the issues affecting you

### Lively approach 'gives DVD credibility'

THE old style RN video used to show an admiral on the bridge of a ship, or in front of a marble fireplace in Main Building, addressing his audience about the Future Fleet.

The 2-6 DVD, by way of contrast, is a fast-moving magazine format which owes more to breakfast TV than clear lower decks.

Produced by the award-winning production company CTN, 2-6 is presented by young sailors, and interviews with senior officers are comparatively rare.

When it first came out its informal, sometimes irreverent, tone raised some eyebrows, but feedback is generally positive, said Lt Cdr Aj Ajala, SO2(IC) DPR(N), who is now working on the eighth DVD – CTN was commissioned to produce 12 in total.

He said: "The format is aimed more at the 18-30-year-old than the senior officer, so it's lively and watchable. It gives credibility to have ABs talking about issues, and they use standard, plain English."

"We have been able to get our messages across, and get away from interviewing admirals, commodores and captains, although we still talk to them to get answers from senior people who are driving issues."

For all its light-hearted approach, 2-6 is an endorsed Internal Communications channel, along with Fleet Cascade and Galaxy messages.

Lt Cdr Ajala added: "The issues it raises apply to everyone."

"It's the perfect tool to start the DO's meeting with – we aim to raise the same issues that follow in the briefing in a watchable, interesting way."

The aim of the DVD is to give a heads-up of issues such as JPA or PAYD. If people need to know more they can get details through more formal channels.

*It's also important, says Lt Cdr Ajala, that people hear it from the Navy first, as many RN issues attract national media attention.*

"In terms of filming I would like to represent all arms of the Service over several episodes, but in location terms it's not as easy as that," said Lt Cdr Ajala.

"For instance, getting down to the West Country for a one-off item isn't cost-effective. I have a fixed budget, and much as I would like to get around more units, people should bear with me because it isn't always possible."

If a unit wants to be featured on 2-6 they can ask to do *Your Shout* and film it themselves – particularly units on deployment.

*Your Shout* gives units an opportunity to showcase themselves.

Lt Cdr Ajala said: "It's a fairly light-hearted section which has a different feel to the rest of the slick DVD because the units film and present it themselves – with a little help and advice."

The content of the 2-6 DVD is decided jointly by Lt Cdr Ajala and Lt Cdr David Joyce, from HQ Fleet, who adds the Fleet IC policy-makers' slant.

Once filming is completed, Lt Cdr Ajala supervises script-writing and voice-overs to make sure there are no gaffes.

The Navy spends time and money on its internal communications because organisations need buy-in from their people.

"Gone are the days when people expected to be told what to do without anyone explaining what the objective was," said Lt Cdr Ajala.

"No matter how good your equipment is, if you don't have highly-trained and motivated people it falls over – people are our most important asset, and we need to keep them informed."

## Second phase of selection process ends

THE SECOND phase of the Warfare and Engineering Branch Transfer process (BTQ2) is now complete.

Aiming to capture personnel who were still on the untrained strength during the previous selection rounds, a total of 420 questionnaires were considered.

The selection board comprised branch managers and subject matter experts, with every comment made by both transferee and their

line managers carefully considered before selections were finalised.

The board's final decision was based on the individuals' choice, line managers' comments and the needs of the Service.

You may remember that Phase 1 resulted in 98 per cent of LHs and 88 per cent of ABs gaining their first branch choice, with nobody given their third preference.

For this second round, first preference selection was again

high, with 87 per cent given their first choice and 13 per cent their second – fortunately, preference once again matched the requirement closely.

A signal has been issued to all units detailing the transfers and selections made.

Warfare and Engineering Branch Development rollout of ships continues on track with HM ships Northumberland, Ark Royal and Richmond having been implement-

ed fully into the new structures.

Training to enable these changes continues apace, with a further four major units completing implementation this year and nine others commencing their three-month window for change in January next year.

The Fleet roll-out plan completes in December next year, by which time the whole Royal Navy will have adopted the new branch titles and onboard structures.

# Logical logistics

ON Branch Development Vesting Day, March 30 2007, the Logistics Branch will be changing alongside their Warfare and Engineering counterparts.

After 18 months of work the Navy Board has agreed in principal changes to the current Logistics specialisations.

This is much more than just a name change, and will see some differences in the way business is conducted on 2 Deck.

The Navy's focus is now firmly on expeditionary warfare, with the emphasis on joint working with the other two Services.

Many of the systems that sustain our people and equipment on operations are becoming tri-Service – the best example being JPA – and our training is becoming more joint as well as the Defence Training Review moves towards implementation.

Other huge changes are under way which will affect the way our ships are supported, in particular the merger of the DLO and DPA



in the stores arena and the roll-out of PAYD in the catering world.

Around two-thirds of the branch are currently employed in the 'supply chain' area (the key logistics functions providing spares, stores, food and clothing to the Front Line) and this is clearly the main area of focus for the branch in the future.

The remaining one-third are vital to the management of our people and will be an enduring part of the branch in the future.

While the branch has been re-titled over the last few years in a

move in this direction (Supply & Secretariat to Supply to Logistics & Supply to Logistics) the ratings' specialisations have remained the same up until now.

A variety of options were looked at for the current four specialisations (Chefs, Stewards, Stores Accountants and Writers), including reducing to two, one of which would deal with personnel issues and the other with materiel support.

While this is still an option in the long term, Vesting Day will see the branch reduce to three

specialisations:

1 Stores Accountants will become Supply Chain (SC), with greater representation in the DLO/DPA, industry and integration within the Royal Marines

2 Chefs and Stewards will form the Catering Services (CS) specialisation, with day-to-day employment merging at the Petty Officer level at this stage

3 Writers will become the Personnel (Pers) specialisation, with a critical role to play as JPA rolls out to the Royal Navy and the changes caused by the new Armed Forces Act come into effect.

With the changes to specialisations come changes to individuals' titles and badges – a Leading Chef or Steward will become a Leading Seaman Logistics (Catering Services); the other specialisations will follow suit.

This change emphasises the importance of the branch as opposed to the specialisation, fits the pattern of the new Warfare and Engineering titles and will assist in both the external perception of the branch and recruiting.

## Royal Navy goes live on JPA

JOINT Personnel Administration (JPA) was due to go live for the RN as *Navy News* went to press.

JPA is the new administration system which will revolutionise personnel administration across the Services.

During the switch-over week, October 13–22, legacy systems such as PAS and NMMIS were switched off and the massive task of preparing JPA for RN go-live took place.

This work included the transfer of personnel records for all 37,000 RN personnel as well as those for the Maritime Reserves – a task that alone took three days of continuous data transfer.

ACOS NPS Cdre Ian Corder, who leads RN JPA Implementation, recently visited the AFPAA Operations Room in Centurion to monitor progress and said: "JPA go-live is the culmination of a six-year

project, but for most of the Navy the JPA journey is just beginning."

Under JPA every individual will become responsible for their own personal administration, empowering them to maintain and update their own details, including home and next of kin addresses, bank account details and posting preferences.

Access to JPA will be gained through the AFPAA website (see link bottom right) available on most existing Navy computers and on the many new machines which are being set up as JPA-only terminals. JPA will also be available at sea, alongside, within all shore bases and in the field for RMs.

Individual Self Service users will be phased in over a two-week period starting November 13.

The system is designed to be user friendly, but should you have any problems contact your UPO first.

## Frigate part of manning trial

HMS SUTHERLAND has sailed for a nine-month deployment – and will help test a new manning system.

The Type 23 frigate is expected to undertake a wide range of duties, from protecting the maritime environment to defence diplomacy, during her deployment to the Gulf and Far East.

As part of a trial examining new ways of manning to achieve greater availability of ships, members of Sutherland's ship's company will be provided with short-term relief cover through a trickle process, allowing the ship to remain away for longer.

A similar system is already used on board hydrographic vessels and RFA ships.

Another ship in the manning trial is HMS Edinburgh, which sailed from Portsmouth for the South Atlantic last month.

Edinburgh's ship's company will be swapped with that of HMS Exeter mid-deployment.

The third ship in the scheme is frigate HMS Monmouth, which sails for the Far East in February.



● HMS Sutherland, currently deployed to the Gulf and Far East



● From left, Lt Col Mark Pomroy (Army JPA focal point), Wng Cdr Steve Isaac (RAF JPA focal point) and Cdre Ian Corder, ACOS NPS, who leads the RN JPA implementation, with Tracy Howe in the AFPAA Operations Room at Centurion

## JPA – the next step

SO Joint Personnel Administration (JPA) is finally here – what should you do now?

1 Carry out your Self-Service e-learning training

2 Identify terminals that you will be able to use to access JPA from this month

3 When you first log on you will need to carry out the following tasks:

4 Change your password – passwords need to be eight characters long and must contain at least one numeral and one non-alphanumeric character, such as £\$%^&\*~@

5 Check your personal details on the system

6 Check your bank details

7 Enter your memorable data – you will be asked for this if you contact the JPAC Enquiry Centre (EC)

8 Enter your Assignment Preferences

You will be prompted to carry out each of these tasks when you receive your JPA account details.

If you have any queries about JPA, the e-learning training material or where you will be able to access JPA, contact your Unit Change Team (via the UPO) or via the JPA website at <http://www.ipublish.dii.r.mil.uk/nlapps/default.asp> and follow the JPA link on the Services menu.

If you have any problems which prove too complex for your UPO to deal with, there is also a dedicated JPA call centre which is available between 0700 and 1900, should you need to contact them, but check with your UPO first.



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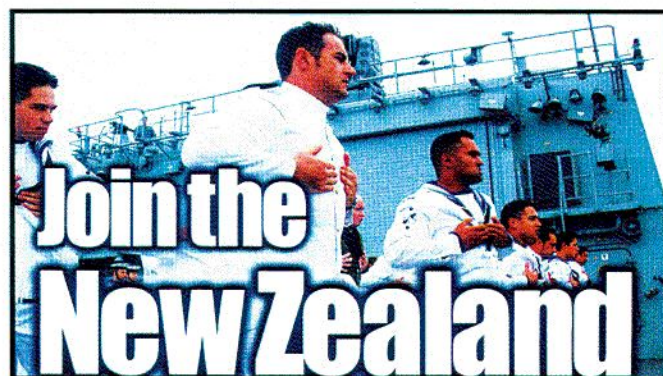


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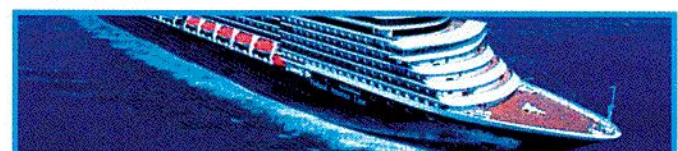
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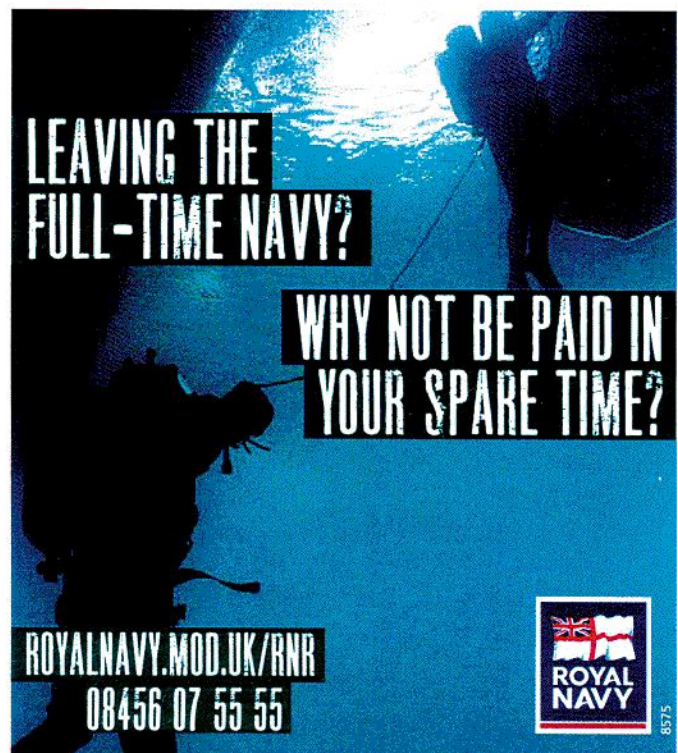
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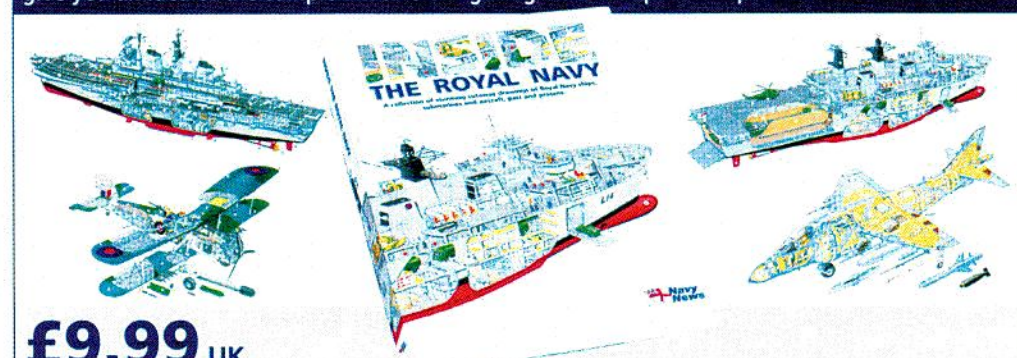
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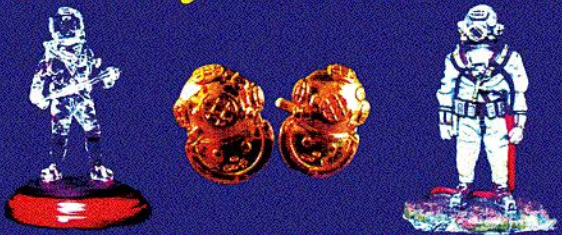
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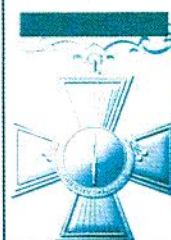
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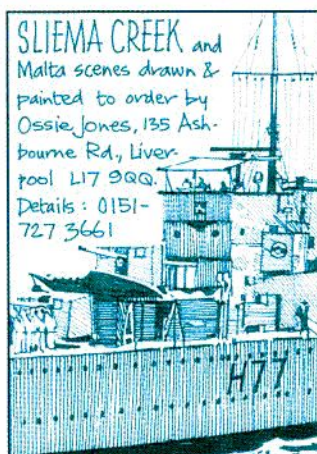


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<b>Special Delivery</b> UK and the Channel Islands	21st December	<b>International Surface Mail</b> Eastern Europe including Greece, Cyprus, Turkey, Malta etc	24th November
<b>Special Delivery (Sat)</b> UK and the Channel Islands	22nd December	<b>International Surface Mail</b> Western Europe including Spain, Germany etc	1st December
<b>Airmail (Europe)</b> France, Germany, Italy etc	13th December		



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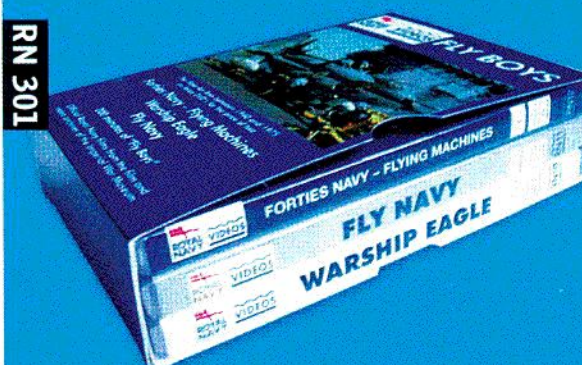


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## Units in the shop window

SEA Cadets from all over the North-East of England gathered at the Metro Centre in Gateshead for the first **SeaCadetFest**, offering a showcase for their activities in Europe's largest shopping and leisure complex.

Around 200 cadets representing almost 20 units offered shoppers the chance to try their skills on a rowing challenge, a surfing simulator and the Royal Marines' popular rolling rock-climbing wall.

And if anyone stood around too long they were likely to find themselves having camouflage paint applied to their face or getting bandaged by first-aiders.

A Sea Cadet band pulled in the crowds while volunteers were taught a hornpipe or picked up knot-tying skills, and a unique drill display set to a club dance track was a big success.

Thousands of people saw the displays over the two days, and plans are now in hand for more SeaCadetFests at other centres owned by Capital Shopping Centres, which has offered support to the Sea Cadet movement.

## Wreck site is studied

CADETS from the **Hartlepool** unit investigated the remains of a shipwreck in a lottery-funded heritage project.

*Dig, Dive and Discover* saw the cadets excavate and record their findings on the wreck of a wooden ship, thought to date from the early 19th century, on a local beach.

The Heritage Lottery Fund project operates under the guidance of the Nautical Archaeology Society, and saw cadets gain scuba-diving qualifications, though they could not actually dive on an underwater wreck.

They have also researched the history of a number of locally-built ships which were wrecked, and learnt basic techniques in maritime archaeological surveying.

There was also training in web design to help them post news of their activities on the PortCities Hartlepool website: <http://portcities.hartlepool.gov.uk>

## Laura seizes opportunity

LAURA Frudd has made the most of her opportunities as a sea cadet, and did not miss the opportunity of a platform to let people know.

The platform was the one offered her as she received her certificate and badge as Lord Lieutenant's Cadet for South Yorkshire.

POC Frudd, of the **Barnsley** unit, will attend Lord Lieutenant David Moody at civic and military occasions for the next year.

At the presentation – which also featured the chosen cadets from the Army Cadet Force and Air Training Corps – Laura told the audience of the many opportunities she has grasped, from learning to sail to expedition training, culminating this year in her participation in an International Sea Cadet Exchange in Sweden.

"I have used my time as a cadet as much as I could," said Laura.

"I have developed a lot as a person and learnt a lot about people from other countries."

## Divers qualify

FOUR teenage cadets, from **South Shields**, **Coventry**, **Liverpool** and **Widnes**, have gained diving qualifications at **TS Liverpool**.

Hours of classroom work led to four qualifying dives in the Eccleston Delf, a flooded quarry in Lancashire.

All four were presented with bags of diving goodies by Northern Diver of Appley Bridge, who supply the MOD and support the Sea Cadet Corps Diving Section.

HQ Staff Officer Diving Lt G Bayley was presented with a commemorative glass diver.

# Culvert operations

CADETS from two units had good cause to remember the latter stages of HMS Portland's refit.

Before her dry dock at Portsmouth was flooded up, there was a family reunion under her dry hull – PO Tom Morgan, who serves in the Type 23 frigate, met little sister Cadet Heather Morgan, who was visiting the Naval Base with colleagues from the **Wirral**.

Shortly after, with 20 weeks of surveying and repairs complete and final checks carried out by FSL, the sluices were opened.

And there to lend a hand were cadets from **TS Swiftsure** in **Farnham**, who had been down to see the ship in June and asked if they could come back when she was refloated.

Not only did they see the dock refilling, but they played their part, albeit in a small way, manning a fire hose to speed the process.



● (Above) HMS Portland is refloated at the end of her refit



● (Left) Junior Cdt Liam Hack, Cdt Sean Burgess and Cdt Scott Burgess from Farnham help fill the dry dock as HMS Portland is refloated

## Whitehaven swimmers are among the medals

NINE cadets from **TS Bee**, the **Whitehaven** unit, covered themselves in glory by winning the Cumbria District swimming competition.

Although one of the smaller teams at the Workington competition, the Whitehaven swimmers managed to keep their noses in front to win by three points, successes coming in both the individual and team competitions.

Five of them were then selected to represent Cumbria at the North West Area competition at

Liverpool – and they repeated the trick by taking 11 medals between them, including five golds, making a big contribution to the Cumbria District's first area-level championship win in more than ten years.

"It was a superb and well-deserved result for the Cumbria District team," said S/Lt (SCC) Keith Crowe RNR, the CO of the Whitehaven unit.

"The effort put in by our cadets was a major contribution to the team result and we are extremely proud of them all."



● From left, Bill Nuttall, Brian Aspinall and Fred Nuttall

## Ship stirs memories

ON A visit to Portsmouth, a former Sea Cadet was interested to spot that the former HMS Rame Head was still afloat at the top end of Portsmouth Harbour.

"This brought back memories of 1949 when Sea Cadets from the Bolton unit attended a course in this ship, then moored below Saltash Bridge in Plymouth," said Bill Nuttall.

"Amongst those cadets were myself, my cousin Fred Nuttall and a certain Brian Aspinall."

"Fred and Brian both trained in **TS Vindicatrix** and later joined

the Merchant Navy, where eventually Brian became a Master Mariner and captained various ships, eventually retiring in 1995.

"Fred left the sea and joined the Grenadier Guards, later the Territorial Army, and retired in 1992 as a major in the King's Regiment."

"I did National Service in the Royal Navy, later returning to banking, and was commissioned in the RNR and also the Sea Cadet Corps, and retired in 1980 as a lieutenant commander and CO of the Bolton unit."

## Essex contingent beat the weather

MORE than 50 cadets and staff from **Essex** District in the **London** Area attended their annual boatwork camp at SCTC Weymouth.

The 43 cadets coped with the unseasonal rain and strong winds to achieve boatloads of qualifications.

The Officer in Charge of the Essex contingent, S/Lt Les Hawkins, said: "As in previous years this was a fantastic week for both cadets and staff, with everybody gaining valuable experience and most gaining qualifications."

In all, 16 cadets gained YSS

Stage 2, six gained Stage 3 and six gained Stage 4.

Eight lucky cadets got their hands on the centre's performance boats and gained the Sailing with Spinnakers module.

Staff were also able to benefit from the week, with one gaining NSS Level 2 sailing, two gaining Level 2 Power Boat and one qualifying as a Royal Yachting Association power-boat instructor.

Essex District cadets should keep their eyes peeled in the New Year for information on next year's boatwork camp.

## Darren is rewarded

A FORMER Sea Cadet has been awarded the Marine Society's prestigious Thomas Gray Silver Medal for leading a challenging life-saving sea rescue.

During a transatlantic voyage from Tenerife to Barbados in January, Capt Darren Naggs, formerly of **Llandudno** and **Ryde** units and now captain of the Tall Ships Youth Trust's square-rigged brig **Stavros S Niarchos**, received a distress alert relay from the US Coast Guard.

A 24ft ocean rowing boat **American Fire**, taking part in an Atlantic rowing race, was in trouble, and Capt Naggs sailed 120 miles through heavy seas, transmitting to the boat that help was on its way.

In foul conditions, in a huge sea swell, a life raft was launched on the end of a line and two women rowers, who had clung to the upturned rowing boat for 16 hours, were saved.

## Blackpool to deliver boating courses

BLACKPOOL Sea Cadets are celebrating after receiving recognition from the Royal Yachting Association as a teaching centre.

"The Royal Yachting Association is the national governing body responsible for all dinghy sailing and powerboating courses in the United Kingdom," said unit Commanding Officer Lt Andy Morley.

The RYA has a programme of inspections which ensures top quality of instruction and equipment is maintained, and the Blackpool unit has worked for eight years to achieve recognition, allowing it to deliver courses and award internationally-recognised qualifications.

The news tops off a successful season for the unit. In July they received nearly £4,700 from the National Lottery to buy a racing-spec Laser dinghy, and won three bronzes, a silver and a gold at the regional racing heats.

Four Blackpool cadets travelled to Portsmouth to represent the North West Area at the National Dinghy Sailing Championships.

## Wellingborough's silver windsurfer

WELLINGBOROUGH cadet Matt Rixon rounded off the 2006 boating season in style by gaining a silver medal in the National Windsurfing Finals at Chichester.

Matt finished second in two of the three races, and gained bronze in the third, taking second place overall in a competition attended by cadets representing the 400 or

so Sea Cadet units nationwide.

Matt insisted that the result was announced as a Wellingborough Sea Cadet achievement – it was the first major award won by the satellite unit independently of the Northampton hub.

Wellingborough Sea Cadet unit has just celebrated its first anniversary, having been formed in September 2005, and is looking to increase numbers through 2007.

Any new recruits between 10 and 18 in the Wellingborough area should visit the website [www.northamptonseacadets.org](http://www.northamptonseacadets.org)

## Rebel racers

TWO cadets from the Colchester unit, **TS Colne Light**, were due to join the race crew of **TS Rebel** as *Navy News* went to press.

OC Glenn Arrowsmith and AC Josh Syrett were taking part in the Rebel Challenge Shield Race off Walton – an event sponsored by North Sea Yachting, a Royal Yachting Association sea school.

The Rebel Challenge race is in its fourth year, and takes the form of a handicap race with competitors drawn from local cruising and racing yachts who support **TS Rebel** in its efforts to provide sailing and yacht racing for cadets.



● A job well done by Callum Malone and Marko Bajic, who were constructing a shelter in Mereworth Woods Training Area as part of Personal Leadership Tasks by Cadet Shana Elliott of Southwark Sea Cadets



# Southern cadets take national sailing trophy

LOCAL cadets took the honours in the Sea Cadet National Sailing Regatta held in the Portsmouth area – though it was cadets from the **Eastern Area** who cleaned up in the windsurfing competition.

Around 100 competitors travelled to the Southern Area Boating Station, at Whale Island in Portsmouth Harbour, and enjoyed conditions more akin to the Med than the Solent in late September.

After two days of intense competition the **Southern Area** were presented with the trophy as overall winners, despite the best efforts of leading cadet sailors from around the country.

The Southern Area may have been operating in home waters, but some of the best performances were achieved by cadets from further afield – cadets such as P Newbury, from land-locked **Redditch**, representing **South West Area**, who beat off strong opposition to win all four races in the junior Topper competition, hinting there may be greater things to come in the national and international arena.

The windsurfing events were held at Westhampnett, near Chichester, and here Eastern Area were more successful, heading back home with most of the honours and third place overall.

● Former assault ships **HMS Fearless** and **HMS Intrepid** form the backdrop to cadets competing in the National Sailing Regatta at Portsmouth



## news in brief

SUNBURY and Walton unit's first success in the National Pulling Championships since 1988 was timely for LC Ben Clarke.

This is Ben's final year as a cadet, and he said their motto – "Train hard and do our best" – held true in the windy and wet conditions at the ExCeL Centre.

The team – Sebastian Fraity-Waite (bow), Jack Lory, Andrew Overton, Ben Clarke (stroke) and Kane Fennell (cox'n) were Open Boys winner at South West District and London Area level, and won all three of their races at the ExCeL Centre in London.

IN a close finish, **Northampton** unit was edged out from top spot by **Flitwick** unit, representing Bedfordshire, in the Eastern Area Expedition Challenge.

The adventurous training competition helps develop team working and leadership skills.

The Northampton cadets have also been learning sailing and canoeing skills at regional courses, and 23 cadets attended a boatwork camp at the Sea Cadet Training Centre in Thrapston, all gaining RYA-recognised qualifications.

All this effort was recognised at the awards night, when LC Jack Mitchell (15) was awarded the HMS Laforey Shipmates award for best all-round cadet in 2006.

THE SCC has lost a stalwart supporter with the death of Lt (SCC) John Bosustow RNR, who was a member of the Vigilant Squadron training staff at HMS Raleigh from 1980 to 1998, where he taught seamanship to both adults and cadets.

Prior to that John spent 22 years in the Royal Navy as a seaman specialist rising to CPO (Boat Technician).

John was highly regarded for his seaman skills across the Corps – and he was also renowned for spinning nautical ditties to entertain his students whilst passing on his vast knowledge.

**HOYLAKES** unit are celebrating their success in winning the **Wirral District** swimming competition.

The Merseyside unit recently held a major awards evening when the ADO (Wirral), Lt Cdr (SCC) Heather Pugh, presented cadets with badges, awards and shields.

Hoylake also has a strong team which is working towards their Duke of Edinburgh Bronze award.

# Journey back in time for Heartbeat extras

CADETS from Yorkshire took a trip back in time when they were invited to help film an episode of the TV series *Heartbeat*.

Eight cadets – LC Simon Hunter and AC Martin Natschowny

(Filey unit), LC D Nelson and MC2 C Jacketts (Hull unit), LC E Betteridge and LC C Bennett (York unit) and AC R Graham and AC J Hanlon (Scarborough unit), together with Lt Cdr (SCC) Eddie Temple RNR – arrived at

Goathland Village Hall to be met with grapefruit, croissants, coffee and tea, all served up by cast member Derek Fowlds (who plays Oscar Blaketon).

The cadets were then supplied with 1950s-style uniforms, and were ready for the cameras.

At this point, as predicted by one of the cast members, there was plenty of waiting about (giving time to practice 'Slope Arms' and watch their counterparts from the Army cadets being put through their routine for the camera over and over again).

Then it was off to a "very pleasant hotel" for a good lunch before the cadets took their place in front of the cameras, marching past with 'Eyes Right' behind a brass band.

"During a break in filming Tricia Penrose – Gina the pub landlady in the series – came to talk to the

cadets, all of whom were rather smitten," said Lt Cdr Temple.

"After seven march-pasts the assistant director apologised for so many takes, and the cadets were heard to remark that if Gina maintained her position near the saluting position, they would happily march past all day long."

The final total was in excess of 20 march-pasts, at which point Lt Cdr Temple took centre stage, shouting 'Eyes Right' and 'Eyes Front' watched by the entire cast, film crew and 300 assorted spectators.

"An excellent day was made all the more enjoyable by the friendliness and kindness shown by all the stars of the series and the film crew," he added.

The episode featuring the cadets is likely to be the fifth of the new series.



● Lady Sarah Band talks to Sea Cadets on board RFA Mounts Bay

## Busy schedule for RFA ship dedication

TWO units had the honour of attending the dedication service for their affiliated ship, RFA Mounts Bay.

Members of the Camborne and Redruth unit were joined by colleagues from Caterham at the service at Falmouth Docks.

Cadets from both units provided a guard for the Guest of Honour, Lady Sarah Band, wife of First Sea Lord Admiral Sir Jonathon Band, who also attended.

Cadets also helped the ship's company with dressing the ship, and assisted the cook stewards serve lunch to the guests.

After the ceremonies and service, Lady Band and her husband thanked the cadets for the high standards.

The cadets had joined Mounts Bay the evening before the cer-

emonies, allowing enough time for a quick look round before getting stuck into the preparations.

And after the guests had left, some cadets visited the radio shack; after training, three were awarded their Morse proficiency badge.

AC Jessica Perkins, of the Cornish unit, completed her piping badge by piping Lady Band aboard, and she received her piping task book, signed by the Navy's most senior officer.

There was no respite on Saturday, when there was a full ship's tour from the engine room to the bridge – ten decks apart.

Then there were more preparations for the afternoon, when the ship was opened to the public, with cadets helping to escort groups around.

## Portsmouth can handle the pressure

THREE teams from **TS Alamein** ensured that the **Portsmouth** unit retained the overall handling trophy at the National Combined Regatta at the ExCeL Centre in London.

Representing the **Southern Area**, having won at District and Area-level competitions, the teams competed in disciplines associated with the handling of sail, power and pulling boats, tested by pre-determined manoeuvres.

The sailing team won gold and the power boat team silver.

The Chairman of the TS Alamein Management Committee, Lt Cdr Geoff Palmer RN, said that such events presented individual cadets in a very favourable light, and go a long way to promoting a sense of pride in their achievements and building up team spirit.



● (From left): Maj (SCC) Graham Guppy RMR, Philip Wroughton, Lord Lieutenant of Berkshire, Lt (SCC) John Gathergood RNR and Lt Cdr (SCC) Maurice Alder RNR (retd)

## Trio are honoured

THREE Sea Cadet stalwarts were given due recognition at the Lord Lieutenant of Berkshire's awards ceremony in Windsor.

Lt Cdr (SCC) Maurice Alder RNR (retd) has been at Reading unit, apart from a short break for National Service, since 1950.

His continuous service as an adult instructor started in 1958, and he was unit Commanding Officer in 1979.

Although he retired from the active list in 1983 he has remained

## Surprise party for veteran

WHEN Lt Cdr (SCC) John Rose turned up at the Harlow unit HQ, TS Adventure, he thought it was just a social evening.

But it turned out to be a rather more emotional event – a surprise retirement party from the Corps.

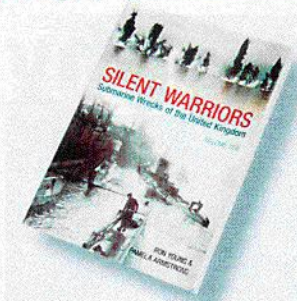
Commanding Officer S/Lt Jack Bourne welcomed John to the gathering, which included a small contingent from the Bishops Stortford RNA branch, and padre Mike Jezzard spoke of John's hard work for the cadets over 26 years, and his adventures in the Royal Navy during the war, including time on the Russian Convoys.

Cadets helped serve the meal, after which John received a Certificate of Achievement, and a new set of full-sized medals, all ready to wear – RNA members learned that his originals were mislaid over the years.

RNA branch President S/M Alan Kendell then presented John with a King's Shilling tankard.

The evening ended with John speaking of his time with the Cadets, and thanking all those who had contributed to the evening.





## Business in local waters

THE battle between the U-boat and their prey brings to mind pitiless oceans, nervous merchantmen and hard-pressed escorts, the balance swinging to and fro between attackers and defenders as technology and tactics evolved.

The threat to Britain from German submarines was always significant – cut the supply lines and Britain grinds to a halt, and her war effort with it.

But it was not just the big transatlantic convoys that attracted the interest of the U-boat captains.

Coastal traffic was a crucial factor in both conflicts, particularly the Great War, and U-boats by the dozen hunted along these seaways to pick off warships, small steamers and fishing vessels, to lay mines, and to shell coastal towns and villages.

Operating in treacherous littoral waters, many U-boats failed to return from patrol, and until recent times the last moments of many of these stealthy killers was unclear.

Add to that the Royal Navy submarines which, through act of war or accident, also lie on the sea bed around the British Isles, and you have in total more than 150 wrecks – the subject of *Silent Warriors*, Volume 1 (*Tempus*, £19.99, ISBN 0-7524-3876-X).

In Volume 1, covering the East Coast of England from Northumberland to Beachy Head, authors Ron Young and Pamela Armstrong bring together the disciplines of maritime history and marine archaeology to produce a highly-detailed and meticulously-researched guide to the careers and last resting places of these submarines, drawing on a wide range of sources.

Some of the stories are well known, others are not.

But each is a tragedy in its own right, a heart-stopping impact or explosion, often ending in a cold, dark nightmare of intruding water with no means of escape, and in some cases the precise manner and time of the death of the submarine, and her crew, will always be a mystery.

HISTORIANS step out of 'their periods' at their peril but Brian Lavery, formerly of the National Maritime Museum and the noted expert on the nuts and bolts of the Royal Navy of the Napoleonic period, has done so with triumphant results.

In part stimulated by his important recent book *Hostilities Only* on the training of the Navy of 1939-45 he has now produced a handsome volume on all dimensions of the service during World War 2.

Based in concept on his well-known and much-reprinted *Nelson's Navy* the new book *Churchill's Navy: The Men, Ships and Organisation* (*Conway*, £40 ISBN 1-84486-0353) breaks new ground in its comprehensive approach to the subject, writes Dr Eric Grove of the University of Salford.

The sections on ships and aircraft are relatively minor parts of this fascinating and most useful work.

Of much more importance are the sections on Naval organisation, and personnel.

For example, the chapter 'Naval society and culture' contains sections on 'the administration of Naval personnel', 'Naval medicine', 'Naval law and discipline' and 'Naval custom and traditions'.

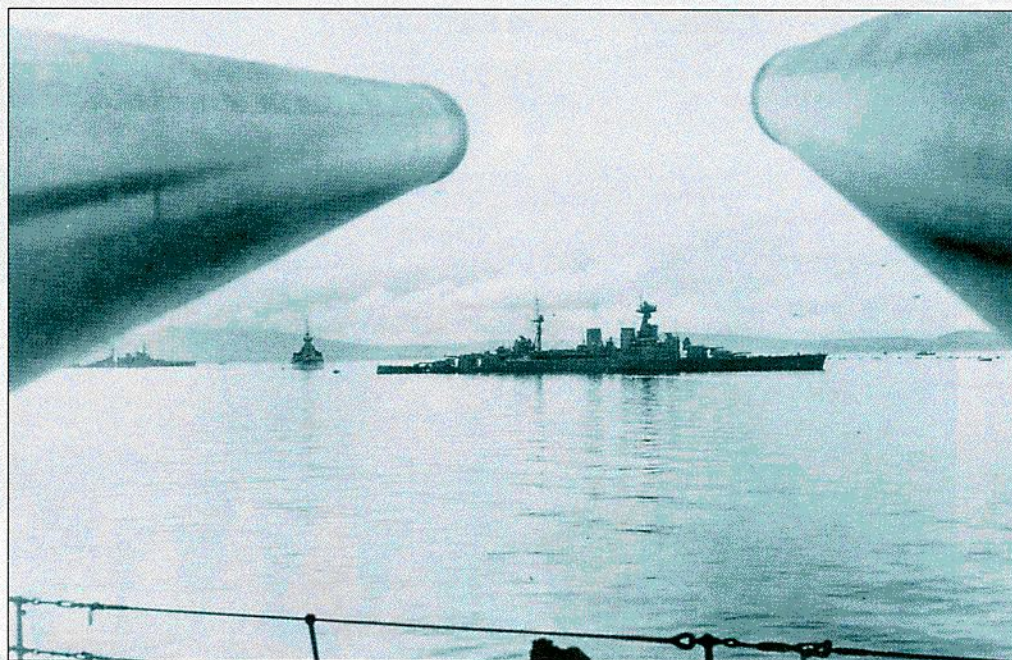
Much of this may seem obvious, workaday and even uninteresting to those who remember but, sadly, these veterans will soon be no longer with us and future historians will have to rely on informed sources such as this.

It is not before time that such topics are finally being recorded and discussed.

Brian Lavery is noted for his thoroughness and it is typical that his chapter on 'the structure of Naval power' contains sections on 'the arts of the seaman' and 'logistics' as well as on the Admiralty and the top management of the service, 'admirals and Fleets' and 'communications and intelligence'.

This 'arts of the seaman' section covers deck seamanship, the bridge and chartroom and what went on there, helm and engine orders, ship handling, the tasks of the navigator, and the basics of coastal and ocean navigation.

'Logistics' covers the victualling department, diet and the messing system as well as the role of the



● The mighty Hood... The epitome of inter-war sea power as seen from the turret of another capital ship in the wartime anchorage of Scapa Flow

## The Grove Review

RFA, and fuel and ammunition supply. The differences between the messing allowance system, general messing and the victualling allowance are clearly explained and interesting examples given of the food eaten in a wartime ship.

The vital role of the NAAFI in extending the choice 'beyond the basic necessities provided by the state' is also emphasised. The author informs us that by mid-1944 there were almost 800 NAAFI canteens in ships and 760 NAAFI canteens in shore establishments.

As well as analysing the anatomy of the service as a whole Brian Lavery probes beneath the anatomy of the contemporary warship.

He examines the role of naval constructors (*where else does one easily find a picture of their wartime headquarters at the Empire Hotel in Bath?*), the design process, the principles of seaworthiness and stability as well as the dynamics of shipbuilding and repair.

Power plants and armament receive due attention as well as

fittings usually taken for granted such as anchors and mooring gear and masts and rigging, the latter still worth a look even in an age of engines.

Again the emphasis is on analytical rigour and thoroughness of coverage. The section on sensors begins – thought provokingly – with the human eye before moving on to sonar and radar.

The wartime Royal Navy became a large and complex organisation, and coverage in due extent and depth is given to the Fleet Air Arm, the Submarine Service, the Royal Marines and the Wrens and the amphibious forces which became ever more important as the war progressed.

There is also a useful section on the Merchant Navy that points out that merchant seamen had a far higher death rate (a terrifying 19 per cent) than any of the Armed Services.

There is a whole chapter on 'escorts' but the author's discussion of the question of the RN's preparedness for the Battle of the Atlantic is weakened slightly by no reference to George Franklin's important recent work that shows that the Navy had

done its best to prepare in adverse circumstances.

The 'coastal navies' receive a separate chapter, the more glamorous fast attack craft being balanced with the minesweepers and the all-too-often-forgotten Royal Naval Patrol Service with its trawlers, drifters, yachts and other small craft.

This section whets the appetite for more work to be done on the 'Auxiliary Patrol' which guarded Britain's shores, especially in the dark days of 1940.

This brings me to one of my few other criticisms of this wonderful book. In the opening scene-setting historical summary the author does not make enough of the key role played by the Navy in preventing invasion in 1940.

It was not just that the Home Fleet was prepared 'to send its destroyers south', Immingham and the Nore command were already stuffed with Home Fleet cruisers and destroyers and other craft waiting to pounce.

The Auxiliary Patrol stood guard all round the threatened coast and there were more forces (including an old, perhaps expendable, battleship) in Portsmouth and Devonport.

The actions of the RAF, important though they were, did little to 'remove the immediate threat' of invasion. A good opportunity to reassert this central and usually forgotten role of the RN during the war has been lost.

The author also has it in for the much maligned Capt D'Oyly-Hughes of the ill-fated HMS *Glorious* whom he persistently, and, in my opinion, rather unfairly, criticises.

He says that he 'allowed' his doomed ship to sail under the guns of the German battleships that sank her. The story is more complex and still controversial.

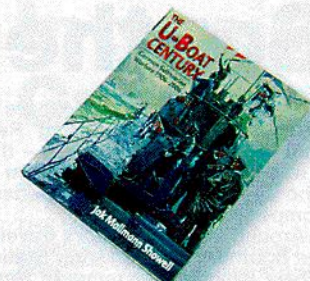
As for the vexed question of the deficiencies in Fleet Air Arm equipment at the outbreak of war, Brian criticises the RAF a bit too much.

It was not that the third service put the FAA "at the end of the queue for the latest technology", it was much more, as the author touches on but does not fully explain, that the Naval Staff were not asking for the right things.

The author does, however, include a significant section on Coastal Command in his section on 'the other Services'.

These criticisms are however unimportant and peripheral for a work that is a true landmark in the literature of the Royal Navy.

It is absolutely beautifully-produced in landscape format and should be in the library of everyone interested in the Royal Navy of World War 2.



## Feeding the appetite for U-boats

IN the annals of 20th Century naval history, underwater warfare is dominated by a single word: *Unterseeboot*.

Quite why the U-boat has such a grip on historians and readers alike is a mystery, and authors continue to feed our appetite.

U-boat expert Jak Mallmann Showell's latest 'dish' is *The U-boat Century: German Submarine Warfare 1906-2006* (*Chatham*, £19.99 ISBN 1-86176-241-0), a photo-driven history of German submarines to the present day.

The emphasis, not surprisingly, rests on the two world wars, but rather than a simple chronological recounting of the U-boat story, Showell concentrates on facets of the submarine service: bases, shipyards, life aboard, weapons systems, as well as front-line operations.

Particularly interesting in this copiously-illustrated book are the images of U-boats in the Great War, a campaign still largely eclipsed by the Battle of the Atlantic a generation later.

Like Britain, Germany experimented with its submarines, such as the U-cruisers, heavily-armoured boats with huge deck guns.

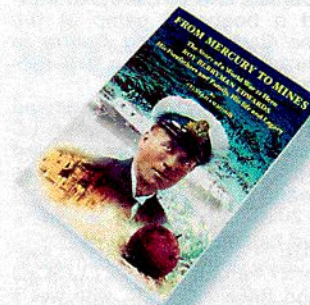
Equally interesting are images of U-boats surrendering to RN officers at the end of the war.

And we here at *Navy News* cannot resist a strange animal story.

One bizarre British attempt to thwart the U-boat menace in WW1 was to train seagulls to find enemy submarines.

Dummy periscopes would be towed through the sea chucking out food for the birds to eat in the hope that they would descend *en masse* upon a real periscope.

The Admiralty abandoned the project; a German periscope rather looked like a British one... (sadly, no pictures are included).



## Plugging a mine gap

ANOTHER copiously-illustrated work is the story of Roy Berryman Edwards as recounted by his daughter Sylvia Hammond in *From Mercury to Mines* (*Jem*, £9.99 ISBN 0-9552989-0-3).

Edwards served in both world wars – as a boy seaman in the first conflict (the accounts here of life at Ganges and Mercury are particularly useful to the RN's growing band of social historians), and as a mine warfare officer in the second conflict.

It was in this role that he was killed by a T-Type mine which exploded as he tried to de-fuse it near Great Yarmouth in 1942.

The work of the mine disposal teams around UK waters is, to use a well-worn phrase, unsung, so this very personal memoir/autobiography helps to fill a gap.

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## Alfred are top Sniper snipers

RESERVISTS from HMS King Alfred in Portsmouth scored some notable successes at the prestigious Sniper Skill at Arms marksmanship competition.

Poznan in Poland was the venue for the event which saw more than 50 teams from across the globe demonstrate their shooting skills.

Two of the seven UK team entrants were formed by Naval reservists: Alfred were joined by marksmen from the RNR Air Branch.

The shooters were asked to pick up 9mm machine pistols, an AK47 assault rifle, the Walther P99 pistol, Dragunov sniper rifle and hand grenades.

King Alfred's CO Cdr Geoff Bewley proved to be the most consistent marksman with the sniper rifle, while the rest of his team proved suitably proficient with the AK47 to each receive a medal and certificate.

LS Miranda Cracknell-Burt took eighth place in the female championship (her reward was a glass flower), whilst CPO Hurlow was runner-up in the 'surprise' pop-gun stance.

## Ark trio take Faslane title

A MIXTURE of raw power and solid experience from Ark Royal athletes saw them take first place as 40 people contested the Faslane triathlon.

Competitors were asked to complete a 400m swim in the pool, then get on their bikes for 6.6 miles and finally run for 3.3 miles for a 'tour' of the Scottish countryside.

Leading the field was Ark's WO2 Spring.

A member of the RNR triathlon squad, the senior rating has been competing in the sport for the past decade and has raced at the world-renowned Ironman Austria event. In Faslane, he crossed the line after 47 minutes' exertion.

A few minutes' later LA Nikoufekar, a triathlete for the past two years, came home in eighth place.

And in his first triathlon, shipmate PO Blackburn crossed the finishing line in a creditable 28th place.

The combined performances of the three Ark crewmen ensured that the flat-top team were named overall winners of the event.

## Long John's still got it

RN JUDO stalwart John Thacker took silver at the British Masters championships in High Wycombe – crowning a career spanning four decades.

John, secretary of RN judo, has represented the Senior Service in four decades – 70s, 80s, 90s and now the 00s (although fellow judo experts say there are rumours about the 60s).

Meanwhile, the date for the association's training camp in Guernsey has been put back until next year. It will now be held either in January or February.

See [www.rnjudo.com](http://www.rnjudo.com) for more information.

## Aqua matters

THE Joint Services Sub-Aqua Association will be holding a three-day conference on issues affecting the sport next month.

The Staff College at Shrivenham will host the event, which comprises the annual general meeting of the three Services' sub-aqua clubs, presentations and updates on diving in general, and a social evening.

Details from Sqn Ldr Jim Davies on 96161 8252.



● The one that got away... LPT Dave Jones (HMS Portland) powers past the South African

Pictures: Cdr Gary Bushell, RNRU

# Outstanding in Africa

A BATTERED but triumphant Royal Navy Rugby Union side has returned from a tour of South Africa with the prized Commonwealth Cup in its possession.

The 1st XV headed to Simons Town for three crunch (literally) fixtures against the top naval rugby sides in the Southern Hemisphere: South Africa, Australia and New Zealand.

At stake was the magnificent Babcock Commonwealth Navies Rugby Cup Trophy – a crystal rugby football-shaped decanter inscribed with the four Navies' crests.

The Aussies were the first challenge for the RN and the Breakers put out a scintillating first-half performance to leave the Brits trailing 21-5 at half time.

But with a vicious wind behind them in the second period, the RN ran in or kicked 35 points without reply to leave the Aussies well beaten 40-21.

Next up was a truly bruising encounter with the Kiwis.

Fired up by Wayne 'Buck' Sheldford, the former All Black captain, New Zealand boots went flying in everywhere and their rucking was pushed to the very

limits of the law... and beyond.

It was clear that they were not holding anything back and were intent on imposing their sheer physicality.

It worked, although the New Zealanders never ran away with the match and led by only 15-10 at the break.

The second period started at a frenetic pace and neither side settled into their stride.

In fact, throughout the half the RN were never allowed to play their game and the passion and physicality of the NZ team was to be admired.

Adding to their first half tally with a solitary try, the Kiwis ran out 20-10 winners.

Despite their physical approach it must be said that the best team on the day did take the spoils; in doing so they inflicted the first defeat of the RN in the history of the Commonwealth Cup.

It was inevitable that the Navy would lose a game eventually but many of the junior RN players will have taken much from this fixture and hopefully their development as players will benefit from the experience.



One Hundred Years Of Navy Rugby!

You don't have to win every battle to win a war, however.

A comprehensive victory over South Africa and anything less than victory for the Kiwis against Australia would ensure the RN retained the cup.

It's not too often that we Poms are grateful to the Aussies... but they saw off the New Zealand challenge.

While the Kiwis had 'Buck' Sheldford to fire them up, the pep talk for the RN squad before the decisive encounter with the South Africans came from the First Sea Lord, Admiral Sir Jonathon Band, wearing his other 'hat' as President of the RNRU.

It obviously had an impact, for the Brits demonstrated their intent and the speed of play and precision interplay between backs and forwards had the South African team reeling.

It took just six minutes for the first try to come with Dan Parkes at the bottom of a forward drive following a well controlled line out take by Marsh Cormac.

The tempo of the game was established with the powerful boot of either Jamie Caruana, 'Lloyd' Lloyd or Craig 'Hodgy'

Hodgkinson pegging the South African team back.

The pressure on the South Africa side rose to an even greater intensity and when they did charge at the RN lines, the Africans found the Senior Service defence standing firm.

By half time, the Brits had both hands on the cup; a 24-0 lead (including four tries) and a bonus point guaranteed the trophy would be staying in Blighty.

But that didn't mean the RN should rest on their laurels.

The second period was an even more devastating display of rugby football.

For the next half hour, the Senior Service were rampant, adding 20 more points to their tally without reply.

Full credit to the South Africans, however. They refused to lie down and were justly rewarded with a try in the final ten minutes.

The RN came forward once again in a final flourish and it was Gaz Evans who scored what was to be the final try of the tournament in a 51-5 victory.

The Babcock Trophy was presented to RN skipper Dave Pascoe at the post-match reception by the head of the South African Navy, Vice Admiral Mudimu, and the First Sea Lord.

It was the end of a good day at the office.

● You can read Cdr Gary Bushell's full match reports at [www.navyrugbyunion.co.uk/news.php](http://www.navyrugbyunion.co.uk/news.php) and we'll have a report from the team's community work in South Africa next month.



● Happy chalk... Cpl Greg Barden touches down in the trouncing of the RAN

## By George boxers put on a show

NAVY boxers hoisted the George Gilbody Trophy aloft after a night of closely-fought bouts with the cream of northern England's fighters.

A Navy squad travelled to Warrington to take on the best boxers from the North West of England in a team match.

The sailors and Royal Marines squared up against one national finalist and a Four Nations champion, as well as some of the best fighters from the region.

The evening finished with both sides celebrating four victories but a walkover presented the trophy – named after a local boxing legend – to the Senior Service.

The victory is a welcome fillip for the Senior Service squad with the Inter-Services taking place this month.

## Women shine in canoe title

THE RN played a decisive role in the Inter-Service canoe slalom championships – but sadly only in determining whether the Army or RAF would take the title.

The RN fielded six women and six men and all paddlers improved their slalom skills over the weekend at Llandysul in Wales.

Although most had limited training, everyone coped well with the challenges the course provided.

The key results came in the ladies' event where Lt Cdr Charlie Atkinson came 4th in the individual event and the ladies' team comprising Charlie Atkinson, Lt Serena Dobson and Lt Helen Coxon took the silver medal.

They improved on their second run by 20 seconds, enough to beat Army A and come a close second behind RAF A.

The airmen and women took the overall title in a closely-fought competition with the soldiers.

## Culdrose's cup overfloweth


CULDROSE women lifted the Captain's Cup after outperforming allcomers in a raft of sports.

The cup is awarded to the unit which clocks up the best results across the board in hockey, football, five-a-side, rounders, tag rugby, badminton, squash, table tennis, netball and volleyball.

The consistency of the Cornish ladies over the past 12 months has proved too much for teams from Plymouth, Portsmouth and Scotland.

"We've had a fantastic year," said team manager LPT Michelle Riley.

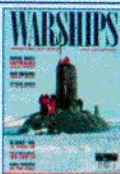
"The girls have worked extremely hard and winning the Captain's Cup for the first time has really put Culdrose on the sporting map."



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# Helen's a star TREC-er

WELL, you're off to a good start if you're a trained navigator...

Lt Helen Weston (DNR) took two titles at the equestrian BHS TREC first in the Level 3 individual class at the English Championships, and again at the British Championships a month later in the Level 3 Pairs class alongside fellow experienced TREC rider, Sarah Thurnell from Derbyshire.

BHS TREC is a recent import from France, where it was invented 30 years ago to test the skills of the mountain guides working in their equestrian tourist industry.

It is a combined event held over two days, consisting of orienteering on horseback, a horsemanship test and an obstacle course.

The aim is to equip horse and rider with the skills to plan and execute a long distance ride in unfamiliar country.

The sport is run at four levels, differentiated by the length and difficulty of the orienteering course, with Level 4 being the most demanding.

At Level 3 the orienteering can be up to 32km (20 miles) long, typically taking six to seven hours to complete, and may

include navigating by bearings or grid references alone as well as 'normal' route-finding.

The junior officer already holds the Scottish title from last year, so three of the four UK trophies sit in her cabinet.

"To go to the English Championships and win was fantastic, but to repeat the feat a month later at the British rounds off my season on a total high," Helen added.

"I find navigating on land easier than at sea. For one thing the landmarks are generally a lot nearer."

Her horse Barley Venture is a 15-year-old thoroughbred. The creature had never done TREC before Helen bought her two years ago, but has proved a quick learner.

"TREC is a sport which develops the partnership between horse and rider, encouraging trust and confidence," she explained.

"Barley has gone from strength to strength this year, and her contribution to our success cannot be understated."

● More TRECs please, we're British... (Right) Helen and her horse Barley Venture



## Wind won't blow archers off course

RATHER windy conditions in Fareham did not prevent RN archers from posting excellent scores in the Inter-Service championships.

The Navy foursome of Chard Smalberger, Carl Anderson, Gareth Knowles and Jonathan Parker scored a combined total of 2,997 pts.

They were nudged into second place overall by an associate team which posted an impressive total of 3,057.

The RAF were third on 2,475 and a Royal National Archery Association side brought up the rear on 2,380 pts. The Army were unable to field a side unfortunately.

In the individual event, Smalberger took silver and Anderson took bronze with scores of 796 and 775 respectively.

Collingwood was also the venue for the RN championships, held the same day.

Gareth Knowles clinched gold in the recurve, Darren Bennion took first in the compound, Martyn Heenan took the longbow title and Ian Cooper was top shot with the bare bow.

Smalberger was crowned the best RN novice shooting with the Bristol 2-round.

## Alp be back...

AFTER the success of the first two years of the initiative, Exercise Bavarian Surprise will be run again for six months in 2007 to give RN and RM personnel an unrivalled opportunity to enjoy adventurous training activities.

The Senior Service uses a lodge in Bavaria (hence the name of the exercise) between April and September, allowing guests to experience skiing, mountain biking, kayaking, rock climbing, *Klettersteig* (the German version of the *via ferrata*) and canyoning.

Details of what is on offer can be found on the Haus Schwaben website [www.englishguesthouse.com](http://www.englishguesthouse.com), which also gives you a flavour of the area, the accommodation, activities, availability and a booking form.

The cost for each participant is £50 for a fun-packed week (the MOD subsidises the trip).

More details from Capt Paul Gellender RM on **FLEET-NLM PERS PAT SO3** on Navy Star.

# This lot taek some beating

THIS year's WTF Taekwondo Inter-Services were hosted by 1 Assault Group Royal Marines at RM Poole, writes C/Sgt Al Curtin (40 Cdo).

The aim of the contest is to select the best possible Combined Services team to compete against the civilian world at an annual contest held in southern England – as well as settle bragging rights between the three Forces.

With all RN efforts focused on retaining the dan grade (black belts) overall champions title from last year, plus the kup grade (coloured belts) title, the RNRMAA Association could not overlook the opportunity of some expert taekwondo training from John Harrison, 4th dan WTF (Kukkiwon), the official RN taekwondo trainer/coach, to keep its fighting skills on top form as the dominant Service in the sport.

The day started with a surprise for C/Sgt Curtin; as he opened the event, he was pounced upon and presented a prestigious award by the British Taekwondo Control Board and UK Sport Taekwondo for his relentless promotion of WTF (Olympic) Taekwondo throughout the three Armed Forces.

The tournament started with the Army dominating the kup grade poomse (four-way

attack and defence set of moves against an imaginary opponent) with first and second places.

It also wasn't to be for dan grade poomse, LOM Rob 'Bling Bling' Yarnall who nevertheless did us proud coming second, just pipped at the post by the Army.

The afternoon went fantastically for the RN fighting squad.

With the RNRMAA's newly-acquired electronic WTF Taekwondo scoring system and Chris Codlings (BTCB National Referee Director) referee team, the event was already off to a professional start.

The RN Squad members made the final of every weight group (light, middle and heavyweight – black and coloured belts).

That said, the Army wasn't here to make up the numbers; it turned up with a full squad of very impressive Gurkhas complete with kukri!

You can stuff your squad with Gurkhas, but it doesn't always pay dividends; the RN/RM triumphed in five of the seven finals.

For the dan grades, LOM Yarnall pulled off a first in four years beating former Royal turned soldier Pte Dave Tang in an excellent display of martial arts for the spectators.

OM Wayne Nelson in the lightweight division put on an amazing fight against a seasoned and experienced Gurkha to win gold in what was one of the best fights of the day.

MA Chan just lost out to her Army opponent to take silver in her contest.

For the kup grades, OM Joe Whyley was outstanding, winning outright and dominating his fights up to the final.

Unfortunately he damaged his foot so badly that he had to forfeit the final to the Army.

Newcomer to the squad OM Martin Kelly knocked out his Gurkha opponent in the lightweight final with a devastating turning kick to the face and took gold.

With these results in the bag the RN found out that they were the dan and kup grades champions of 2006.

A clean sweep of the 2006 WTF Taekwondo Inter-Services was the prize for the dedication and support by all ranks of the RN Squad.

On a personal note the whole squad was saddened to hear that this was the last competition that LOM Yarnall would attend; he's fallen in love, getting married, about to become a dad and leaving the Senior Service.

In recognition of Rob's continued commitment and dedication to the squad he was awarded a commendation from the RNRMAA for all his efforts and support over the last few successful years; he has helped us take the Inter-Services title on no fewer than five occasions.

If you fancy filling his void or joining the squad contact C/Sgt Curtin on 93780 4323.

## In rod we trust

AFTER a year's sojourn in police custody, fishing's Bob Jackson Memorial Shield has been returned to its rightful place.

The trophy, competed for by top anglers from the police force and three Armed Services, was presented to WO1 Dave Webber (AFPA(C)), the Forces' captain, by retired Lt Cdr Steve Clements, an England national squad member, after victory in Weymouth.

The anglers battled strong winds and horizontal rain, capturing 22 different species of fish – all of which were returned to the water alive.

The Forces' squad had a substantial RN presence: WO2 Ian Gibbs (846 NAS), CPO Steve Redding (FOST) CPO(AEA) Jimmy James (MASU), PO(AET) Jamie Howard (Yeovilton) and Cpl Jim Lamb (RM Chivenor) who all put in excellent performances, especially Jimmy and Jamie who were debuting at this level.



One Hundred Years Of Navy Rugby!

## Refs put under pressure

MORE than 40 RN rugby union referees converged on HMS Temeraire to prepare themselves for the 2006-07 season.

The theme of the day in Portsmouth was refereeing under pressure, and the officials were helped by a National Panel ref, an RFU sports psychologist, an elite touch judge and a National League coach.

Pretty much every ref not on current deployment attended, allowing the presentation of last season's awards. CPO Gaz Fairbairn (Astute project) was referee of the season and Lt Cdr Graham Holmes (MWC) was newcomer of the year. Combined Services Colours were presented to CPO Stu Clarke (Raleigh) and Cdr Stewart Kilby (Heron).

More details on officiating in the sport are available from CPO Paul Barton on 0117 913 6553.



● Mat finish... The victorious RNRMA Taekwondo squad poses after victory at the Inter-Services



## RNRL's mixed fortunes

↓ Continued from back page match with arguably the try of the series. From the RAF kick off 'Bunny' took the ball on his own 25m line and crashed through the RAF cover to leave himself a sprint to the line. Chris Findley was successful with another conversion to win the match 26-4 and complete a great campaign for the Navy, whose skipper Ian Sampson received the trophy from NAAFI chairman Tony Hales.

The Senior side seemed set for triumph in the Babcock Trophy competition following a bruising physical encounter against the Army which saw the Brothers score three tries to the Army's two with Scott Partis being on target with three goals.

Kieran Cagney took advantage of an error by the Army to open the scoring after following up a great grubber kick from Partis.

The Army soon responded with a well-taken try by Ben Seru who reacted first to a cross-field kick from Slade-Jones.

Half time saw the Army ahead courtesy of a neat drop goal by Sean Fanning which set up the match for a thrilling second half.

The RN's tactics of getting numbers out wide to beat the Army's heavy defence paid off twice in the half as first Jim Barnes went over, then out on the left wing Selia Bonamasi marked his debut with a try after latching on to a great pass from Partis who converted the try himself, 18-7 with ten minutes left.

The 200 or so RN fans who had made the journey to the capital roared on their team as the Army threatened to steal the game at the death, but despite a converted try by Paul Riley the RN hung on to win 18-13.

This result completes a remarkable hat trick of victories over the Army in the Babcock trophy and ensures the Jack Harrison Trophy, awarded at this match every year, remains in the RNRL trophy cabinet.

The RAF however spoilt the party as they proved to be the Navy's nemesis for the second year in a row.

The game started brightly for the RAF; they had a try disallowed in the first ten minutes.

The home side fought their way back into the match and were rewarded with a great try for Dave Roberts on the left wing following some good build up play.

The RAF eased ahead with a converted try which left the game evenly poised at half time. The second half began well for the RN with a couple of chances but frustratingly no further points were added.

The next ten minutes won the match for the RAF. With the Navy down to 12 men, two tries and a conversion gave the airmen what proved to be an unassailable lead on the night.

Back at full strength however the Brothers responded in true fashion with Dane Smallbone scoring on his debut for the senior side with a try after fielding a pin-point kick from Partis.

Despite more pressure in the closing stages the scores would not come and the RAF came out on top to retain the 'Dog Watch Trophy' for the second year running.

Despite the defeat, the RN coaches praised their team for their efforts especially with several players carrying knocks from the previous week's epic victory over the Army.

## From south paw to south pork

BOXERS donning Navy colours this season will notice a new name on their vests.

The RN Boxing Association has signed a sponsorship deal with one of the UK's leading meat trading companies.

The deal with Angliss means fresh kit for RN and RM fighters in the ring and in training.



## Bex's saves can't stop the Kiwis

JUST a day after arriving in Singapore, Lt Becky 'Bex' Frater found herself in full goal-keeping kit as she captained a Combined Services ladies hockey team on a tour of the Far East/New Zealand.

The qualified helicopter instructor based at RAF Shawbury has recently jumped ship from the Army Air Corps to join the Senior Service.

One constant in her Service career has been her adeptness on the hockey pitch

and she was picked to lead the first overseas CS hockey tour.

It began in sticky conditions in Singapore, where the native national side came out all guns blazing.

Lt Frater was forced to pull off a string of saves (as pictured above), while her teammates put four goals past the Singaporeans in a 4-0 victory which was closer than the scoreline suggests.

From the former colony, the team flew

on to New Zealand for a series of matches against regional sides, most featuring full NZ internationals.

Auckland proved the sternest test, subjecting the Forces team to a 14-0 demolition.

Christchurch and Wellington barely proved any weaker and as a result the Brits lost all their matches.

On the plus side for the RN, Lt Frater was named runner-up player of the tour.

# Royals avenge 2004 defeat

PORTSMOUTH's Victory Stadium was the setting as the Royal Marines triumphed in this year's Senior Inter-Command Championships.

This was the first competition run since the RNFA took the decision to amalgamate Fleet personnel into their geographical areas and bring in the RN U21 development squad to make up the sixth team.

The Royal Marines, Plymouth and the U21s met in league one, with Portsmouth, Naval Air and Scotland forming the second league.

A mixed bag of results ensued which would have defied the most hardened of tipsters to predict.

The Royals won their league, with Scotland narrowly taking the honours over Portsmouth on goal difference in the second league.

The final thus brought together the two most successful Commands of this millennium; the last time they met in 2004, Scotland were victors by three goals to two.

With both teams having a mixture of Command and Navy standard-players it was eagerly anticipated that this final would be as keenly contested.

Unfortunately, it was not to be; both teams cancelled each other out in the middle of the park with only the Scotland goalkeeper LOM John Thompson being tested in the first half.



## Onside with Capt Paul Cunningham, RNFA

With both sides feeling the toll of three competitive matches in as many days, gaps began to appear and in the 64th minute Musn Jason O'Brien headed home the Marines' first goal from a free kick. The Royals continued to press and O'Brien got his second goal of the match in the 74th minute to wrap it up for the Royals. For his two goals and steady play throughout O'Brien was awarded the Man of the Match trophy.

Portsmouth also hosted the second RN U21 tournament but only three teams entered: Collingwood, Sultan and Raleigh.

The tournament attracted 45 prospective U21 and U18 players and was played on a "round robin" basis.

Collingwood and Sultan opened the contest with the Fareham establishment taking the honours 2-1 even though they were outplayed for good proportions of the match; Sultan were unable to capitalise.

The second match saw Sultan take on Raleigh and with the disappointment of the previous match still fresh in their minds, Sultan put in a positive performance, demolishing Raleigh 7-1.

Collingwood only needed to draw with Raleigh in the final match to take the trophy but good

fortune was not to be on their side, Raleigh put in a spirited performance to win 5-1, handing the honours to Sultan on goal difference.

The aim of the U21 Inter-Command Championships is for the RNFA development squad staff to see as many new faces as possible with a view to spotting talent for both U18 and U21 teams. To that end the weekend was highly successful.

And finally... congratulations to Gordon Jago, who was at Buckingham Palace last month to receive his OBE. Gordon was QPR Manager (in the days of Rodney Marsh) and in 1980 set up that Dallas Cup, for which he is now Tournament Director.

The RN Youth Squad has been to Dallas each summer for the last 26 years and Gordon has done much to help RN footballers throughout that time.

### RNFA SUPPORTERS CLUB

The supporters club was set up to allow people to support football within the Service, and at the same time have a chance to get something back, whether it be the chance of a cash prize, free tickets or just the opportunity to buy tickets for fixtures that would otherwise be difficult and/or

expensive to get hold of.

In the first two years of its existence it has donated nearly £800 to Service football, presented £6,000 in prize money, sent people to the Millennium Stadium and given members the chance to buy tickets for fixtures at the very top of the sporting 'ladder', including the recent World Cup.

Members range from sailors and marines who actively play the game through to the more sedentary supporter, but it also embraces MOD civilians working with the RN, retired servicemen and women, and even one or two members of the other Services.

Membership stands at 80 but the club would like to double this by the end of the season, allowing more money to be ploughed back into RN football, bigger prize money and more opportunities to enjoy top-level football occasions in person.

With Pompey making such a great start in the Premiership, members can enjoy the prospect of watching another season of world-class club football from the Fratton Park stands at subsidised prices through the exclusive use of the Supporters' Club's season tickets.

Details from the RNFA website or the RNFA office 9380 22671.

## Depletion and disappointment

THERE were disappointing results for both male and female RN golfers at the the 2006 Inter Service Golf Championships played at Gullane.

For the first time in a decade, both sexes finished in third place.

The ladies were reasonably optimistic at the start of the event, with the same eight players performing from the previous year.

Day one saw them pitched against the RAF, opponents who the RN ladies have found difficult to beat in recent years.

The same proved the case this year with morning foursomes yielding but one point from three and a worse situation in the afternoon with the RAF taking the series 6-2 for an overall win by 8-3.

Foursomes winners were CPO(PT) Sue King (DNR) partnered by PO(PT) Wendy Briggs (Drake) who triumphed handsomely 7&5. It should be noted that the other two matches went to the final green.

There was a win in the singles from Briggs in the top match and halved matches from CPO(EW) Julie Kavanagh (FOST) and OM Claire Jones (Ark Royal).

Against the Army (the eventual winners) the Navy ladies fared better losing by just one point (5-6). The morning foursomes produced two halved matches and a defeat with the points being secured by Jones/King and the partnership of CPO(AEA) Lee Tubbs (Yeovilton) and CPO(MET) Carole McMurtry (Gannet). Winners in the shared singles series were Briggs, Tubbs, McMurtry and King.

The men suffered severely before a ball was struck. More than half the first-choice players were unavailable thanks to operational commitments and the team suffered consequently from a lack of strength in depth.

The two defeats (both by five points to nine) represented the first occasion since 1996 that this has happened.

Day one against the RAF saw the men down by 1½-2½ after the morning foursomes with a win from the pairing of BSgt Freddie Lomas and LPT Mike Setterfield (Heron) and a halved match from LNN Scott Gilbert (MDHU Portsmouth)/CPO(MEA) Lee McMathie (Neptune).

The 3½ points in the singles were won by Lomas, Setterfield and Cdr Ian Yuill (AFPA) and a halved match by Lt Guy Norris (771 Sqn).

The match against the Army the following day saw the same lunchtime situation gained this time by virtue of three halved matches from Gilbert/McMathie, Lomas/Setterfield plus Norris partnered by debutant AEM Graeme Forster (Heron). Singles wins came courtesy of Norris, Yuill and Sgt Ned Kelly (RMR London) with a halved match from Lomas.

All in all it was a disappointing event with the ladies not quite achieving their potential and the men's team probably performing as well as could have been expected in the circumstances.

## In search of umpire

THE RN Cricket Club will be conducting a cricket umpires and scorers course on February 5-7 next year at HMS Temeraire.

The course is designed for all potential officials and also for those already qualified wishing refresher training before their oral examination.

Anyone interested should contact Capt Ray Holyer RN (Chairman RNCU & SA) on 0121 627 8370; ray.holyer@uhb.nhs.uk or Lt Cdr David Cooke (Secretary RNCC) on 9380 23741 or rns04@a.dii.mod.uk for further details.

2006 DIN 02-045 gives guidance on training courses – proficiency, coaching and officiating.

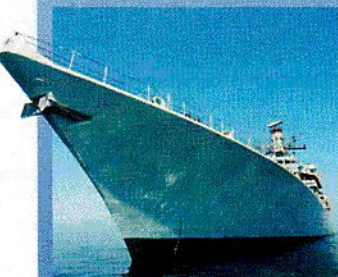




**Aye, robot  
– the boats  
which don't  
need sailors**



**The data day –  
the experts  
who turn  
this into  
war-winning  
tactics**



**At the sharp  
end – Kent  
keeps the  
terrorists  
in check**



**Rollin' thunder  
– into Africa  
with the  
Royal Marines**

**Plus...**

**The Golden  
Thread Part  
2 – the RN  
quashes the  
slave trade**



● Lip Serviceman... NA(MET) James Bulpett cuts back on the lip of a wave

Picture: PO Bob Sharples, 829 NAS

## (Board)riders on the storm

THE annual expedition by the RN and RM **Boardriders** found itself lashed by Atlantic storms as the surfers headed to south-west France.

Sixteen surfers headed for St Jean de Luz in the Pays Basque, a stone's throw from both Biarritz and the French-

Spanish border.

It took a 34-hour car and ferry journey to reach the destination – two hours of which was devoured by a break in La Rochelle for rest and some surfing (*naturellement* – Ed).

After pitching camp at Lafatania, the riders headed for the Atlantic for some fine surfing conditions initially; they also dropped in on the QuikSilver Pro contest being staged in

Hossogoer.

With three days of good riding behind them, the surfers found the waters becoming increasingly "hefty" (*technical term* – Ed) so they moved to the more sheltered waters of Hendaye nearby.

Even there, however, conditions became too fierce except for the most experienced surfers – and they too soon gave up.

Instead, the riders watched the locals mastering the waves, skilfully riding the huge surf – although even they broke about ten boards.

Winds then picked up dramatically, curtailing all activity in the water.

As the storm reached its peak, the tents were battered by 80kmh winds forcing the surfers out of their sleeping bags at 5am to lash everything down.

The storm forced the team to cut short the expedition by a day, but they returned to Blighty

convinced the experience had been good for them.

"It was a valuable training expedition," said PO Bob Sharples (829 NAS). "We surfed some classic waves. It was a tremendous experience for all of us."

More details from [www.royalnavyroyalmarinesboardriders.co.uk](http://www.royalnavyroyalmarinesboardriders.co.uk)

Next month we'll have a report from the RN Championships at Gwithian which were taking place as we rolled off the presses.

## You win some, you lose some

THE 2006 **Rugby League** Inter-Services provided mixed fortunes for the RN with the Academy side triumphing for the first time, but the Seniors were thwarted for the second year running by the RAF.

The Academy coaching team of Tony Newcombe and Paul Read were rightly delighted with the performance of their charges over the two matches as they notched up 54 points, conceding only ten in reply, writes WO Keith Humpleby, RNRL.

The first round against the Army at Richmond RFC saw the RN go behind after 30 minutes – against the run of play – to a converted try.

This deficit only lasted five minutes or so before a slick move in the backs allowed Tyler Helm to break the line before slipping the ball out to Baz Sloan who

completed a great move.

Debutant Chris Findley found the mark with a fantastic touchline conversion to level the scores at half time.

The second half began where the first left off with the RN side growing in confidence proving their dominance with a further four tries and three conversions.

The tries went to skipper Ian Sampson who had an outstanding game at scrum half, experienced hooker Danny Coffey who caused the Army defence problems all afternoon, Dane Smallbone and finally Tyler Helm who took advantage of a tired Army defence to crash through for the score. Findley's three conversions saw the visitors home 28-6 with the Army not even able to get a consolation score late on.

On to Burnaby Road and a similar game against the RAF, the RN keeping the visitors at bay before opening up themselves in attack.

The game was approaching half-time before the RN made the first significant breakthrough; skipper Sampson held the ball up from the scrum giving Danny Smith the perfect ball to flat foot the defence to score the first RN try.

With the conversion adding to a previous penalty Chris Findley put the RN ahead 8-2 at the break following a penalty to the RAF.

As in the previous week's match the second half belonged to the Royal Navy, with the evening sun now in their eyes the RAF were pinned in their own half for long periods and a succession of tries kept the RN stretching away all the time.

Danny Coffey scored two typical hooker's tries, one from a close-range play of the ball and the other in support of substitute forward Marc Warren.

Warren himself scored the next and the Navy's final try of the

Continued on page 43

ROYAL NAVY RUGBY UNION

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## The Royal Navy on the Somme 90th Anniversary

### SPRINGTIME IN FRANCE

#### A TRIUMPHANT WELCOME

##### A DATE WITH DESTINY

IT WAS still light in Marseilles when the steamer *Ionian* arrived in the great French port.

As the spring sun disappeared over the horizon, there was the sound of kit bags being tossed on to the quay below.

It went on like this till the small hours of the morning.

Aboard the *Ionian*, "an old tub", men kicked their heels. It would be nearly 24 hours before they disembarked.

The wait was worthwhile. The men formed up alongside the ship, then marched through the heart of Marseilles, "bandsmen blowing their heads off".

The citizens of Marseilles cheered, waved their flags as the Brits dressed in khaki filed through the streets towards the station.

To every man of the Hood Battalion, 63rd (Royal Naval) Division, the destination was obvious; the sailor-soldiers were bound for the Western Front.

It would be six months before these sailor-soldiers were committed in battle again.

The generals chose to throw the division into the line in the gently undulating terrain of a river valley in Picardy which would bear the battle's name: the Somme.

### A LONG SHADOW

#### THE BLACKEST DAY

##### THE 'GLORIOUS' SAILORS

The Somme casts a long shadow over Britain socially, politically and militarily.

July 1 1916 remains the blackest day in British military history.

When the whistles blew at 7.30am that Saturday the 'new Army', the men who had answered the call to arms, who had responded to Kitchener's finger beckoning them to sign up, the Pals, the under-age whose recruiting officers had turned a blind eye, climbed out of their trenches and began to walk steadily towards the German line.

'Jerry' would offer little resistance. The eight-day British barrage had seen him off, eliminated the barbed wire which blocked 'Tommy's' way.

But Jerry did offer resistance. By the day's end, nearly 60,000 British soldiers had fallen, a third of them killed.

The public consciousness has been blinded by 'the first day of the Somme'. Today, most people forget that the battle dragged on for over four more months.

It began in hope on a splendid summer's day; it ended in the mud, rain, sleet and despair of a bitter autumn.

And it was during that bitter autumn that one of the most remarkable units in Britain's arsenal cemented its reputation, joining "the Glorious company of the seven or eight most famous in the British Army" with its deeds in the last act of the Somme offensive: the Battle of the River Ancre.

The 63rd (Royal Naval) Division was among the more remarkable forces to fight for King and Country.

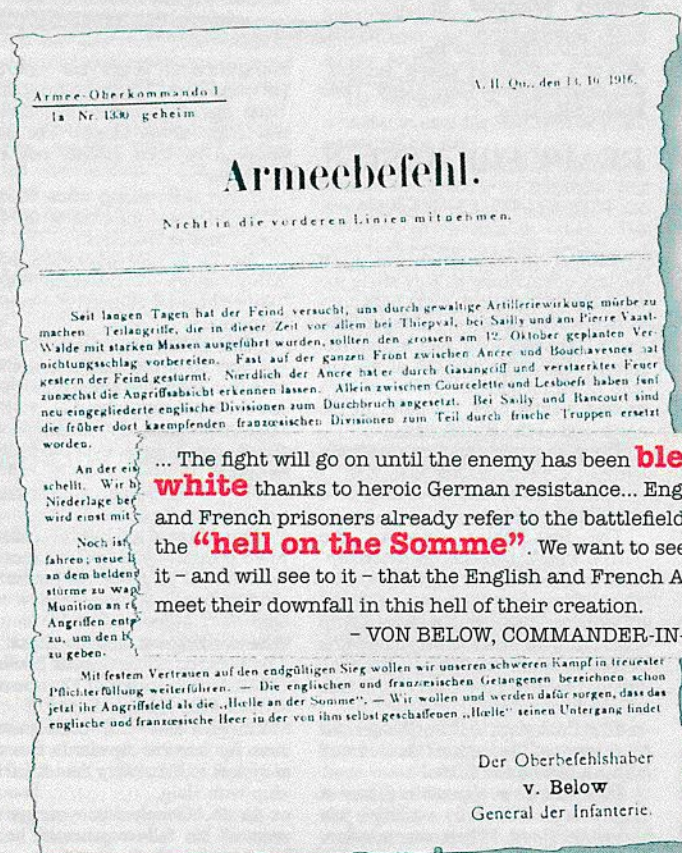
Most of its men were sailors, not soldiers, yet they fought in the trenches, carried rifles and grenades, learned to fix bayonets, wore khaki not blue.

It was born of a dilemma. As



● 'The whole of the Ancre valley is a filthy quagmire'... The flooded, desolate terrain of the Ancre, November 1916

Picture: Imperial War Museum, Q1567



● An order of the day issued by General der Infanterie Fritz von Below, commanding German First Army on the Somme, in October 1916. Like many German commanders, he believed the Somme was a British defeat – but at a heavy cost

Britain mobilised for war with Germany in August 1914, the Royal Navy had too many sailors and too few ships.

There were no sea drafts for more than 20,000 reservists. Called to arms, they were kicking their heels.

The response of Winston Churchill, First Lord of the Admiralty, was to use the sailors as soldiers in two hastily-formed brigades, plus a brigade of Royal Marines. Thus was the Royal Naval Division born.

By the time the division arrived in

Marseilles in May 1916, it had seen action at Antwerp in the autumn of 1914 and suffered bloody losses.

It suffered bloody losses too in Gallipoli before the plug was pulled on that botched campaign: 16,000 of the 19,000 men in the division were casualties (mainly dysentery); 2,600 were killed.

And now the sailors were in France, no longer under Admiralty, but Army command with the British Expeditionary Force.

Ordinary Seaman Joe Murray was a keen diarist and astute observer not

just of battles but of day-to-day life on the Western Front.

A Durham miner pre-war, Murray had lost his brother at Coronel and endured the hell of the Dardanelles having joined the Royal Navy hoping for instant action with the newly-formed naval brigades.

A month after arriving in France, the division was inspected by General Sir Henry Wilson, the rather affable if imposing commander of IV Army Corps.

"The general takes the opportunity of seeing his troops before he commits them to the slaughterhouse," observed Murray with the Tommy's typically-jaundiced eye.

"He won't be coming with us as he is much too important to take any personal risk. He will conduct the operations from a far-off château in the rear, surrounded by maps and countless staff officers with their batmen."

"The ground gained, if any, will be measured in yards, not in lives."

Murray and his comrades were not committed to the slaughterhouse – yet. They spent the summer and early autumn training, learning to bayonet 'the Army way', learning to march 'the Army way', learning to kill 'the Army way'.

### THE BLACK SHEEP

#### DEFIANTLY NAVAL

##### AN UNPOPULAR GENERAL

Amid the khaki of the 'new Army', the Royal Naval Division was a black sheep.

It was a naval division. Defiantly naval.

The battalions were named for Naval heroes: Hood, Nelson, Collingwood, Anson, Drake, Howe, Hawke.

The White Ensign flew proudly over their camps, bells sounded the change of a watch, the men were not corporals and sergeants but leading seamen and petty officers.

The banter, too, was distinctly naval.



● A call to arms... A recruiting poster for the Royal Naval Division

The field kitchen became the galley; officers relaxed not in the mess but the wardroom; a night out remained a run ashore.

"Many of the men – and some of the officers – requested 'leave to grow'." Winston Churchill later wrote, "and paraded creditable beards in the faces of a clean-shaven Army."

Major General Cameron Shute did not approve.

He took charge of the sailors at an inopportune moment.

For two years the division had been led by the popular Archibald Paris, a Royal Marine.

But now Paris was wounded; in his place came Cameron Shute, an officer, Churchill observed, with "exceptional credentials".

Known as Tiger – and not for affectionate reasons – the 50-year-old general was irascible, demanding, and above all unendearing.

He stamped his authority upon the RND almost immediately – or at least tried to.

The sailors, Shute contended, were an ill-disciplined lot. They didn't salute the correct way – with the palm facing outwards; they grew beards; they used ammunition cases

as firing steps; worst of all, they didn't use the latrines properly.

The sailors were not amused. Not amused, that is until the waspish Lt Alan Patrick Herbert put pen to paper.

The General inspecting the trenches exclaimed with a horrified shout, "I refuse to command a Division Which leaves its excreta about."

But nobody took any notice. No one was prepared to refute. That the presence of shit was congenial. Compared with the presence of Shute.

And certain responsible critics Made haste to reply to his words. Observing that his Staff advisers Consisted entirely of turds.

For shit may be shot at odd corners. And paper supplied there to suit. But a shit would be shot without mourners. If somebody shot that shit Shute.

### THE HUN'S LOSSES

#### THE DUO ARE CALLED

##### FIGHT TO THE DEATH

Struggles with the Army on a day-to-day basis were wearying. Contending with 'Fritz' was another matter entirely.

The German Army was the 'engine' of the war. As long as it stood in the field, the war could not be won.

And in the autumn of 1916, it still stood in the field, but it had suffered a hideous mauling.

By the beginning of September, more than 300,000 German soldiers were casualties of the Somme, killed or wounded.

Coupled with even worse losses at Verdun, it was too much for Kaiser Wilhelm II.

Lobbied to axe his Chief of the General Staff, Erich von Falkenhayn, Wilhelm acquiesced. In his place he put a duo: Hindenburg and Ludendorff.

The grandly-named Paul Ludwig Hans Anton von Beneckendorff and von Hindenburg was a man for whom the word 'gruff' was invented.

He glowered in every photograph, his piercing eyes staring out beneath his short-cropped hair and above his mutton-chops.

Hindenburg had joined the then Prussian Army in the same year that the Kaiser had been born.

He served his country solidly yet unspectacularly for more than 50 years, retiring from active service in 1911.

War called him back to the colours. In August 1914 he was ordered to save East Prussia from the Russian hordes sweeping westwards.

He did so. And for it he became a national hero.

It was a façade; Hindenburg was the figurehead, but the real power lay behind the 'throne' with his deputy, Erich Ludendorff.

Ludendorff was the archetypal Prussian general. The monacle, the Pickelhaube helmet, the bushy moustache, the constant scowl chiselled into his face.

What the public did not see was Ludendorff's irrational behaviour.

■ Continued on page ii



## Continued from page i

He planned operations down to the minutest detail, yet overlooked the big picture. He worked tirelessly, rarely, if ever, took a day's leave, but was prone to fits of rage and, in particularly dark hours, to utter mental collapse.

The duo's appointment was welcomed by German public and by the soldiers in the field. But after two years on the Eastern Front, the generals had little idea of conditions in the West.

At the headquarters of Crown Prince Rupprecht of Bavaria, the senior German commander in the Somme sector, was delighted with the change of command. "At long last!" he scribbled in his diary.

Rupprecht was among the more able German leaders, assisted by his highly-capable chief-of-staff, Generalleutnant Hermann von Kuhl.

Kuhl painted a bleak picture: divisions were being worn out at the rate of one per day; they could spend no longer than a fortnight in the front line, and after a brief period of rest be pushed back into the Somme mincing machine a second, perhaps even a third time.

Yet there could be no withdrawal. To pull back from the Somme would be a fillip to the Allies' morale and a bodyblow to Germany's.

"Die Schlacht muss also durchgekämpft werden," Kuhl concluded bluntly.

And so we must fight our way through this battle.

"And we will fight our way through this battle successfully."

The duo listened intently.

"I began to realise what a task the field marshal and I had undertaken," Ludendorff observed with typical understatement.

## ON THE SOMME

### A GOD-FORSAKEN LAND

#### AN ENDLESS MORASS

Their months of training over, the men of the Royal Naval Division arrived on the Somme at the beginning of October 1916.

They took an instant dislike to the land.

The Somme, observed Lt Douglas Jerrold, the 23-year-old adjutant of Hawke Battalion, was "a God-forsaken battlefield".

Jerrold was an erudite chap; post-war he would write the division's history and make his name as an author and publisher.

For now he was a valued staff officer and a keen observer of life in the Royal Naval Division.

"An atmosphere of over-elaborated brusque inefficiency pervaded the hinterland of slaughter," he complained. "Too many men, too many officers, far too many generals and a thousand times too many jacks-in-office – and endless seas of mud."

Machine-gunner Joe Murray agreed: "It's useless trying to put a name to this or any other place – they all look alike."

Farmhouses, hamlets, villages, all had been reduced to rubble.

"All that way of life has gone," Murray lamented. "In its place are huge heaps of broken bricks and cesspools, the result of thousands of shell bursts."

A good mile or so behind the front, clerk AB Thomas Macmillan was billeted with the brigade staff in the village of Englebelmer.

Headquarters had been established in a partially shot-up French cottage.

The rain dripped through the roof and formed puddles on the stone floor. The autumn wind whistled through the building. A few hundred yards away a 16in howitzer thundered away, hurling a storm of steel against the German lines.

"Each time the gun fired, the doors of our miserable dwelling flew open and loose tiles clattered on to the floor," Macmillan recalled.

The rain fell incessantly. The Ancre valley was swamp-like at the best of times. In the autumn of 1916 it turned into a hideous morass. Trenches collapsed. Morale dipped.

"This atrocious weather is getting the better of our nerves," a frustrated Murray noted in his diary.

"In some strange way, Fritz relieves the monotony when his artillery opens up with a really deafening roar."

"Alive or dead, there is no peace here."

He mused: "Maybe some day we will all come to our senses, but these days will never be forgotten, however long we live."

The rain, the constant digging of new positions from which to launch the attack, the blunt new commander, all contributed to a worrying slump in the division's morale.

"The burden was nearly as great as many could bear," wrote Jerrold.



● The ruins of the railway station at Beaumont Hamel which was seized by the Royal Naval Division during the November battle

Even before the battle battalions which should have been 700 men strong now mustered fewer than 500 sailors.

Those left were tired, weary. But, Douglas Jerrold observed, they were also determined.

They were determined to prove Shute wrong. They were determined to prove the Army wrong. They were sailors. They were determined to live up to the White Ensign's proud tradition.

## HUNS LOSE HOPE

#### ATTACK EXPECTED

A few hundred yards away in the what was left of the village of Beaucourt-sur-Ancre, the men of 55 Reserve Infanterie Regiment waited for the English to come. Always English – *Engländer* – never *Britischer*.

For ten weeks the German reservists had been in line – nearly twice as long as their Commander-in-Chief had recommended.

This was their second time on the Somme; they had been here on the first day of the battle and they had accounted for 2,000 British soldiers on July 1 alone near the village of Gommecourt, four miles to the north of Beaucourt.

The *landser* – the German equivalent of 'Tommy' – of November 1916 was not the same as the *landser* of July 1916.

As many as one in three German soldiers suffered from dysentery. Their nerves were frayed. They no longer expected to be relieved. This was a battle without end.

"Peaceful and rational men became irrational," Friedrich 'Fritz' Wiedemann, a regimental adjutant observed.

"Daily they saw comrades dying to the left and right of them, they stumbled over the bodies in the fighting and counted on the fingers of two hands how many days would be needed until the last man in the company would be devoured by the battle and death."

Landser Max Pechstein wrote a few lines home to his wife Alex.

"We will soon have these days on the Somme behind us, thank God."

"I miss so many things, and you are perfectly right: grit our teeth and keep hoping."

Others had already lost hope. They shunned life itself, shut themselves off from the world.

"We are slowly beginning to believe here that a person doesn't matter at all," one soldier wrote.

A simple wooden cross marked the place where the *Gefallen* lay. Soon it would be shot away. "No-one will recognise this place where the good rest," the soldier continued.

"Death is not the most awful thing. No, the worst thing is a serious wound which prevents you reaching safety so you die a miserable death as hundreds have suffered since the beginning of September."

"May I be spared that at least."

He would not. The 'English' were not finished on the Somme.

For a month German intelligence had monitored the enemy build-up: batteries were being moved into position, three or four fresh divisions had been identified, artillery fire was smashing defensive positions and ruining the German trenches.

"The word is that Douglas Haig is looking to capture more strongpoints," Crown Prince Rupprecht observed. The word was right.

## A DOGGED LEADER

### A NEW OFFENSIVE

#### ONE LAST PUSH

Nine decades after the Somme, Douglas Haig remains a deeply controversial figure.

In a war where the generals were 'donkeys', 'butchers and bunglers', in the eyes of his critics Douglas Haig was the chief donkey, the most blood-thirsty butcher.

It is, of course, far too simplistic a view.

Like all his contemporaries, Allied and German, Haig found himself confronted with a war which he had not anticipated.

The warriors of 1914 had expected a war of movement. They got one – initially – until the front solidified that autumn.

Haig's first attempt to break through had been repulsed on July 1.

But there were many more black days through the summer and autumn of 1916 on the Somme.

The British soldier died at the rate of nearly 900 a day – the total, by the beginning of November, was around 400,000 casualties; three in every ten were killed.

As in 2006, so in 1916. The media of the day were obsessed – with some justification – by the casualty lists issued by the War Office.

If Britain's casualty list was bleak, Douglas Haig consoled himself that Germany's was quite clearly bleaker.

At his desk, he played with raw statistics.

More than 1,150 German battalions had been rotated through the mincing machine on the Somme since July 1.

One in six German soldiers had been killed; one in four had been wounded.

In Haig's analytical mind, that surely meant more than 600,000 enemy casualties on the Somme.

There was still time this winter to add to Germany's woes with one last push on the Somme. It would come in the valley of the River Ancre.

The attack on the Ancre had little to do with nudging the front line forward.

It had little to do with the villages of Beaumont Hamel and Beaucourt-sur-Ancre.

It had little to do with the German strongpoints which looked down upon the rolling valley.

It had a lot to do with

politics. In fact, it had almost everything to do with politics.

The battles on the Somme were proving too costly for War Minister David Lloyd George. He was looking elsewhere for victory, perhaps in the Balkans.

Allied leaders would meet a few days' hence at French headquarters in Chantilly north of Paris to debate strategy for the 12 months to come.

Britain's standing would be much higher with her Allies if her men were standing in Beaucourt with 3,000 German prisoners to show for their efforts.

And so it was that the idea of a "good and 'cheap' success" was dreamed up by Haig's staff. Their master concurred.

## READY FOR BATTLE

### 'BLAH BLAH BLAH'

The Royal Naval Division was given the task of smashing its way along the left bank of the Ancre, eight battalions in two waves advancing along a front just 1,200 yards long over rolling terrain to seize what was left of the village of Beaucourt-sur-Ancre on high ground a little over 1½ miles to the north-east of the British lines.

The plan was meticulous, methodical.

Lines were drawn on a map to a specific timetable.

The first major objective, the 'Green Line', a trench on an escarpment overlooking the battlefield, after 40 minutes, then further up the hill to the second major objective, the '6 Line', just in front of Beaucourt, a couple of hours into the assault and, finally, the 'Red Line', just beyond the village by the third hour.

The final days before the assault were spent milling around the deserted villages behind the front.

Mesnil was a miserable place. A cold village. Not really a village, just the ruins of one. "There was nowhere to sleep, nowhere to sit, nowhere to look and nowhere to walk," wrote Jerrold.

Englebelmer was slightly better; the men at least had a roof over their heads in the houses.

The guns began spewing fire and steel late on Wednesday November 8. They would not cease until after dark on the twelfth, a Sunday.

"The din was so terrific and the air vibrations burst your eardrums," recalled Pte William Brown of the Royal Marines Light Infantry.

"If you touched the wall of a house or anything solid it felt like a mild electric shock."

Each day Joe Murray and his Hood comrades

Hans Geuer, a 23-year-old German soldier from Cologne, recorded his impressions of the Somme that dreadful autumn

*Hell roared, as it had never done before,  
Turning everything grey in a raging hurricane.  
Blood-red flames flash from a thousand barrels,  
A shrill cry sounded: Oh, if only I'd never been born.  
Then the night came. A final hand-to-hand battle rages  
From afar in the splintered forest of Pierre-Vaast.  
And then it becomes quiet. Under the cold, shimmering stars  
Only a sporadic painful whimper.  
There death comes! I have often seen him  
Twisting his scrawny legs in a wild dance.  
I saw him rage like the custodians of Hell,  
Dancing in blood, a drunken butcher.  
And today? It is so quiet, so oddly quiet  
He has lowered his scythe almost to the ground.  
He sits down and with pale hands  
He loosens the belt around his boney back.  
His hollow eyes, in which moonlight appears,*

had trotted out in the rain waiting for the order to move up to the trenches. Each day the weather had scotched any hope of an attack. The sailors returned to their billets, soaked to the bone.

It was still raining when Cameron Shute inspected the men of the Hood Battalion, the 'Steadies'.

The rating not impressed by the Army man's "blah blah blah" – "We've heard it all before" – recorded in his diary.

Shute pulled no punches.

"Very soon you will be called upon to wrest from the enemy one of his strongest points on the Western Front."

"Many previous attempts have failed, but I have every confidence in you."

The rub, however, came at the end of the general's address.

"I must warn you, however, that the more prisoners you take the less food you will get as they must be fed from your rations."

Also visiting his men in those mid-November days was General Sir Hubert 'Thruster' Gough, Commanding Officer Fifth Army.

Gough's rise had been meteoric even by wartime standards, due arguably less to his ability than his friendship with Haig.

At 46, Gough was younger than most of his fellow generals; he possessed more dash, if not necessarily more intelligence. An ambitious man, he was eager for a victory on the Somme to enhance his reputation.

But would the attack succeed? Hubert Gough was hopeful but no more. The incessant waiting for good weather was wearing down his men. It was now or not for another month – with different units entirely, he told his Commander-in-Chief. The prospects were "quite good".

After a tour of his divisions, Hubert Gough had changed his mind: "quite good" became simply "good".

General Haig weighed up the fate of thousands of men.

"The necessity for a success must not

## Dead German soldiers and horses

blind our eyes to the difficulties," he recorded in his diary.

"Nothing is so costly as a failure! But I am ready to run reasonable risks."

Douglas Haig had made up his mind. The attack would begin before dawn on the morrow, Monday November 13 1916.

## FINAL HOURS

#### DEEPEST FEARS

In Mesnil, the men of the Hood Battalion received their rations to sustain them during the attack: a tin of jam each, a jar of piccalilli apiece and two sacks of phosphorous bombs to share between them – the latter to destroy German bunkers.

The 'Steadies' marched up to their jump-off trench in a mood of grim determination.

"We were boys once, but not any more; we are now much older and wiser and much worn, yet anxious to finish the job."

AB Thomas Macmillan visited his old company, waiting in a run-down farm on the edge of Englebelmer for the order to move up to the front line.

The men chatted, readied themselves for the coming trials, sang unprintable ditties.

"Suddenly someone began the stirring song the ship's hands played as we left for Gallipoli: *When Britain first at Heaven's Command*," Macmillan recalled.

"As if by magic all stood to attention and raising their right arms high as if in defiance of all comers, they sang the first verse and chorus."

As night fell, the incessant bark of the British artillery ceased.

"Every gun fell silent at once," Pte Brown remembered.

"After four whole days and nights of that racket, the silence was uncanny, almost unbearable."

CPO Richard Tobin of the Hoods found the waiting interminable.

"We stood there in dead silence. You couldn't make a noise," he remembered.

"The fellow next to you felt like your best friend – you loved him although you probably didn't know him a day before."

The minutes passed.

"They were both the longest and shortest hours of my life. An infantryman in the front line feels the coldest, deepest fear," Tobin recalled.

Joe Murray lay down in a rut linking two waterlogged shell craters. He rested his head on a sack of phosphorous bombs.

"Looking at the desolation around me with bewilderment, I enjoy each breath of polluted air," he recorded in his diary.

"Each and every hour is the same."

"There are so many things I want to do. I want to eradicate the hardships of yesterday, the slaughter and the sorrow I must endure during the imminent holocaust."

Fate had taken over now. All the sailors could do was wait, hope and pray.

Lt Col Bernard Freyberg wandered up and down the line, encouraging his men.

In a remarkable division, Bernard Freyberg was a remarkable man.

Born in Surrey, he was taken at the age of two to New Zealand when his parents emigrated.

There he qualified as a dentist, but he also volunteered as an officer in the dominion's Territorial Army.

Seeking adventure when





s on the Somme

war broke out he headed for the mother country – later propaganda suggested he returned to Britain via Mexico, where he fought alongside Poncho Villa – and persuaded Churchill to secure him a commission in the newly-formed Royal Naval Division.

Churchill's faith was well placed. Freyberg fought with distinction in Gallipoli and now, in the autumn of 1916, he was in charge of the Hood Battalion.

"The men all seemed asleep," Freyberg recalled. "Closer inspection showed them awake, lying there with their heads on their arms, peering out into the night."

The odd man spoke, most, Freyberg noted, "seemed to be in another world".

The colonel spied Joe Murray, recognising him from Gallipoli.

"You, too, are still with us. "So pleased to see you. Make yourself as comfortable as you can and good luck."

Freyberg's 'tour' continued. "Hello Tobin, how are you?" he buttonholed the sergeant major.

"All right, sir."

"We'll get a VC today."

## UNTO THE BREACH

### ALL HELL LET LOOSE

Around 5am, the men of the Hood Battalion began to waken – if they had ever fallen asleep.

For the next 40 or so minutes, they waited silently. They stretched their legs, checked their rifles, removed their greatcoats.

The smell of tea drifted down the line, for many the last food which would pass their lips.

Five minutes to go.

The sailors fixed bayonets, stood at the ready, heads and shoulders leaning forward, rifles in hand.

5.44am.

S/Lt Arthur Hart, platoon commander, C Company, Hood Battalion, glanced at his watch.

"One minute to go, men."

At 5.45am whistles sounded along the line.

And the gods of war, the howitzers and field guns, barked all at once.

"All hell let loose," recalled Richard Tobin.

One hundred and fifty yards in front of the Hood Battalion's trenches, no-man's land disappeared behind a "wall of fire".

A few hundred feet away, the German soldiers were shaken by the furious barrage.

"We threw ourselves towards our pieces," one *landsver* recalled. "Red flames soared up and at that precise moment we sent our shells on their way."

From a reasonably safe vantage point, Douglas Jerrold was mesmerised by the spectacle.

"The massed artillery of two armies was raining down on the narrow quarter of a mile from the front line where we were standing to the German front line," he wrote.

Jerrold watched as first the Hawke Battalion, then the Nelson behind it, clambered out of the trench and into the mist shrouding no-man's land.

"I shall never see a sight more noble," a moved Jerrold wrote.

"Eight lines of men passed me so closely that I could see every expression on their faces as they faded into the mist."

"I saw not one expression of fear or regret, or even of surprise."

Not so Joe Murray. He was afraid. Hood Battalion was moving slowly across the



● **Band of brothers...** The band of the Hood Battalion in early 1917. Seated in the centre is Bernard Freyberg VC; on his right is Arthur Asquith, son of the former Prime Minister Herbert

Picture : Capt Christopher Page, Naval Historical Branch

hideously-cratered no-man's land.

"Shells were amongst us and behind; some from the enemy, and some of our falling short," he recalled.

Amid the maelstrom, a few yards in front of his men, stood Arthur Hart, waving his arms furiously, urging his men on. If he shouted encouragement, no man heard him for it was lost in the tumult.

Richard Tobin left his trench and found his fear and terror had vanished instantly.

"You don't look, you see. You don't listen, you hear. Your nose is filled with fumes and death and you taste the top of your mouth," he recalled.

"You are one with your weapon, the veneer of civilisation has dropped away and you see just a line of men and a blur of shells."

The Hoods fell upon the first German trench "battered almost beyond recognition", Joe Murray observed.

There were no Germans here. They were either dead or had fallen back.

The Hoods pressed on. The second German line was slightly more recognisable as a trench, but still "bashed about".

Murray found an enemy dug-out, hurled in a phosphorous bomb, followed by a couple of Mills bombs – the original pineapple-shaped hand-grenade – for good measure to make sure Jerry was dead.

"Then came the mist of dawn – a November dawn," Richard Tobin remembered.

"A burst of shells gave a dirty orange colour and left horrible fumes."

The smoke, the noise, the chaos of battle was too much for some men. As German soldiers emerged from dug-outs they were bayoneted by some of S/Lt John Bentham's company.

"It was not that they were that way inclined, but that they had lost all semblance to a civilised being. The inferno was enough to send any sane man absolutely berserk," Bentham reasoned.

Prisoners not bayoneted fared no better. They were sent to the rear where many were shot by the men of Drake battalion coming up to bolster the attack.

While the Hoods and Drakes made good progress, the men on their left, the Hawke and Nelson battalions were mown down.

A German strongpoint with three machine-gun nests and concrete dug-outs, well-hidden, proved impervious to the British barrage.

The first the men of Hawke and then Nelson Battalion, following behind, knew of the redoubt was when the machine-guns rattled and the hot steel ripped through the khaki and tore through their flesh.

By the time the two

battalions reached the third German line, Hawke "no longer existed", its war diary tersely recorded, while the third and fourth waves of Nelson men "ceased to exist as a fighting force".

Among the casualties was Douglas Jerrold.

Hawke's adjutant moved out to set up a forward reporting centre behind the advancing fighting men.

In one hand he clutched a revolver, in the other the battalion's orders, although there was little battalion left to give orders too.

As he struggled across no-man's land, he reeled back. His left arm had been shot away.

"I found my arm hanging somewhere around my back," he wrote rather matter-of-factly.

He slumped in a shell-hole while a medic treated his shattered arm and pondered his fate.

"So that was the end of my dream. No heroic exploits, no triumphs. Just three miles of retreat in Gallipoli and 30 yards of advance in France. Net gain to the enemy: 5,250 yards."

Douglas Jerrold might consider himself fortunate. His battalion commander was gravely wounded; nine fellow officers were dead.

Nelson Battalion had fared no better; Lt Col Burge, their commander, was killed, as were nine more of the battalion's officer cadre.

## FEARFUL LOSSES

### THE ATTACK FALTERS

#### BATTALIONS WIPED OUT

On the extreme left of the division's front – furthest from the Ancre – Pte William Brown climbed out of a fox-hole he'd been sheltering in, a German bullet struck his right hand.

He looked at his wound; part of his right thumb was split. He muttered to himself, not because he'd been wounded but because the wound wasn't bad enough to warrant a trip to the sick bay.

Brown continued for another half a mile or so, then glanced at his hand again.

"The two middle fingers were hanging down; there was a gaping hole through the palm – I could have poked four fingers through. Instead of my thumb being split, it was gone." William Brown's battle was over.

Only on the right of the line was the Royal Naval Division making ground.

With the Ancre, a road and railway line on their right, the 'Steadies' found, as Joe Murray succinctly put it, their left wing "in the air".

Within half an hour of the attack beginning, the Hoods had been reduced to little more than 300

men. The Drakes following behind had been reduced to little more than 80 men.

With the attack elsewhere struggling, Freyberg faced a stark choice. Advance with his depleted, mixed-up force, or fall back.

He chose to advance.

The artillery barrage crept forward as planned at the allotted hour, and the Hoods and Drakes followed.

Down the undulating Ancre terrain the *ad hoc* force went, then up an escarpment to the attack's first objective, a trench line overlooking the battlefield just north of Beaucourt station.

The sailors began smoking out the German positions, a grenade here, a phosphorous bomb there.

"There seemed to be more prisoners than attackers," a perturbed Joe Murray observed.

Around 400 prisoners, in fact. "The noise of battle made communication difficult with them, but the point of the bayonet is understood by all fighting men, whatever his race or colour," the ordinary seaman recorded.

## COMMAND DECISIONS

### ONE LAST ATTEMPT

Daylight now bathed the battlefield for what it was worth; patches of November mist still clung to the valley floor, mingling with acrid smoke of flames, phosphorous and cordite.

The artillery barrage continued its inexorable creep forward.

Having carried one objective, Bernard Freyberg was determined to carry the next, a German trench just in front of the ruins of Beaucourt-sur-Ancre, less than 600 yards away.

The Hoods and Drakes continued up the slope, but stopped short of the trench which was still being plastered by British and German shells.

It was there that Joe Murray's battle ended. Struck by shrapnel in the abdomen, he awoke a mile behind the line, lying on a stretcher "with someone washing mud off my face".

His comrades were not so fortunate. They grabbed their picks and shovels and began to dig themselves in before another leap into the unknown.

It was not all mud, death and destruction, however. The Hoods found a German supply depot – and promptly raided it.

"We opened their parcels and smoked their cigars," Lionel Montagu recalled. "We found lots of good things to eat, including sausages and cakes, as well as socks."

The battle plan called for another spring forward, this time through the ruins of the village to a final objective beyond Beaucourt drawn on the map by the staff planners: the red line.

Bernard Freyberg was all for dividing his force, attacking with one half and leaving the other behind to defend the battalion's gains so far.

But the rain of steel remained fixed. The creeping barrage no longer crept forward.

At his headquarters, Cameron Shute pored over the information coming back from the front.

What news there was was hardly encouraging. Nelson and Hawke wiped out. Anson and Howe mauled, so too 1st and 2nd Royal Marines Light Infantry.

The division had battered its way to the first objective, but apart from Freyberg's makeshift force, had gone little further. The German strongpoint which had scythed the sailors in their hundreds remained unsubdued.

Shute ordered the guns to concentrate on the redoubt. For ten minutes the guns turned their attention to that stubborn, concealed German position. Around 12.30pm, the remnants of six battalions bludgeoned their way forward – and were bloodily repulsed.

There was nothing left to do. Shute decided only armour could save the day and called for six tanks to knock out the thorn in his division's side. These new, lumbering giants of war were a good distance behind the front line. They could not be committed before dawn on the fourteenth.

And so the men of the Royal Naval Division dug in amid the mud of the Ancre valley and defended themselves through the afternoon and evening. They waited for relief and reinforcement.

In all, elements of seven British divisions battered and smashed their way forwards astride the Ancre, aided by an unimaginable steel hail; by mid-day alone that Monday, 240,000 18lb shells had crashed down on the German positions.

The only place where the assault had faltered was around the German strongpoint near Beaumont.

Otherwise, General Sir Douglas Haig was delighted. More than 3,000 prisoners had been taken – for the loss of 5,000-6,000 British casualties.

"The success," Haig concluded, "has come at a most opportune moment."

The night of November 13-14 was cold and damp. There was little rest. The men grabbed picks and shovels and dug in. The machine-guns rattled all night long; there was the frequent crack of rifle fire. There were few comforts for those in the front line, except perhaps for captured German rations including, as Lionel Montagu found inside two hot water bottles, cold coffee and liqueurs.

In the darkness of the small hours of the fourteenth,

the men of 144 Reserve Infanterie Regiment from Lorraine – the region annexed by the Second Reich from France after her defeat at the hands of Prussia in 1870-71 – passed through the village of Miraumont bound for the front line at Beaucourt.

"The dead were lying in heaps, having been caught by the barrage," the regimental history recorded. "Other objects had just been left littered about – postal sacks stuffed with letters and parcels, bits of equipment and boxes of ammunition and rations."

"It was difficult to see anything which resembled a trench."

## THE SECOND DAY

### THE TANKS COMETH

#### THE BATTLE WON

One hour before dawn on Tuesday November 14 1916, three tanks rolled slowly towards the lines of the Royal Naval Division. Sporadic German shell fire knocked out one of these steel beasts. But dense Somme mist shrouded the other two tanks.

Lt Allan Campbell RNVR strode out into the dark, climbed on to the leading armoured vehicle and began directing it towards the German strongpoint which had demanded such a toll in blood 24 hours before.

The tanks struggled through the Ancre mud. One got no further than no-man's land; a second became bogged down half-way through the German lines.

But these tanks were far from being lame ducks; they turned their 6lb guns on the German redoubt.

The white flag quickly appeared over the stronghold, but its garrison did not emerge.

Enraged, the tank crews climbed out of their landships and advanced towards the bunker brandishing Hotchkiss machine-guns... at which point 400 *landsers*, a mish-mash of men from five divisions, and two officers climbed out of their trench and surrendered.

As the tanks quelled the German redoubt, the sailors and marines who had faltered in the face of withering fire on the thirteenth stormed forward again at dawn on the fourteenth. Bolstered by a brigade of soldiers, the men came within a couple of hundred yards of the 'Yellow Line' – the objective laid down for the first hours of the attack the previous day – before German machine-gun fire halted their progress.

S/Lt Trevor Jacobs ran the gauntlet of shell, machine-gun and sniper fire. With typical understatement, he recalled that the advance through the mud became, at times, "rather warm".

Jacobs walked across the battlefield; he didn't run, he wanted to conserve his energy for later on. "An officer told me later that he expected to see me drop at any moment," he wrote. "The expected did not happen."

Bernard Freyberg had spent the night rallying his *ad hoc* formation. Shortly before 8am the men were to sweep forward and finish what they had started the day before by seizing Beaucourt.

Lionel 'Cardy' Montagu held out little hope for the attack. The machine-guns in Beaucourt still fired relentlessly, unaffected by the "feeble" British barrage.

The hail of steel became more intense as zero hour approached, then at 7.45am precisely, Bernard Freyberg jumped out of his trench and urged his sailors forward.

Montagu followed him "with bullets raining past us" – one passed through his sleeve. Three times the attack stuttered to a halt, but each time Freyberg rose and waved the troops on. A bullet struck his helmet, knocking him to the floor. He stood up a fourth time, and the 63rd (Royal Naval) Division carried the attack.

German morale seemed to suddenly crumble. "The Boches," Trevor Jacobs observed, were "rushing up to surrender with hands up, any number of them".

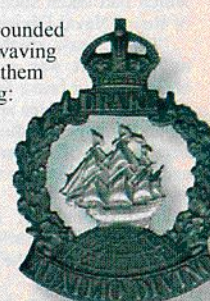
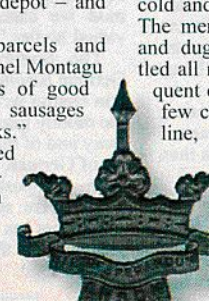
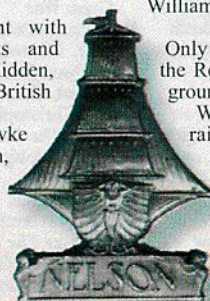
Cameron Shute had wanted to take no prisoners; reality dictated that his men had to.

"It was an amazing sight – they came out of their holes, tearing off their equipment," Lionel Montagu remembered.

"I myself rounded up at least 50, waving my revolver at them and shouting: *Schnell!*"

But, as Shute had predicted, taking large numbers of prisoners posed problems.

■ Continued on page iv





■ Continued from page iii

"It was rather tricky wandering through the ruin of this village among surrendering Germans, as one never knew if some more stout-hearted Hun would not have a shot or throw a bomb at you."

In the Hood Battalion's makeshift headquarters amid the ruins of Beaucourt, Montagu found a reflective Bernard Freyberg.

"We had a long talk: how proud he was of the Hood, how splendidly the battalion had done in attacking and carrying the three objectives in two days, over 1,000 prisoners besides machine-guns and a vast quantity of stores," Montagu recalled.

He had, he confided in his comrade, always dreamed of capturing Beaucourt.

Montagu too became wistful. If he survived this war, he told Freyberg, he would name a racehorse Beaucourt (he did; it even won a race).

This pleasant interlude was soon shattered.

The German guns barked "such as I had never experienced," Montagu recalled.

The men threw themselves on their stomachs and took shelter in a shallow trench.

"Here we lay for about half an hour, I don't want to exaggerate but I was sure that 30 of these big shells fell within 20 yards of us," wrote Montagu.

S/Lt Trevor Jacobs cowered in a trench as the German barrage intensified.

"I saw one man blown up 50 to 70 yards high and come down without any clothing on, and saw the lower half of another man blown up quite near me."

The barrage lasted nearly four hours. At least two, and possibly three, times Montagu and Freyberg were buried by the remnants of Beaucourt's houses.

The barrage did for Freyberg. He was struck in the neck by shrapnel – a fragment also struck Montagu in the head after piercing his helmet.

The two men lay side-by-side, Freyberg bleeding profusely despite a makeshift bandage on his wound. All the time, the battalion commander issued orders.

And then he turned to his comrade. "Do you think I could walk to the dressing station?" he asked.

Montagu was amazed, but offered to escort his friend down an embankment to the first aid post maybe 300 yards away.

And there, with shells still falling, Lionel Montagu delivered Bernard Freyberg into the care of the medics.

"You can imagine what a gap he left when he was wounded," Montagu wrote later.

"Not only had he behaved with marvellous courage and heroism throughout, but he showed real military genius."

The officer mused: "If he is spared, the whole world will be talking of him soon."

Freyberg was spared. And the world would indeed soon be talking about him. For his actions on the Somme he would earn the Victoria Cross.

## THE AFTERMATH

### TRAGIC SIGHTS

#### BOTH SIDES CLAIM VICTORY

Fortunately for the Royal Naval Division, Bernard Freyberg was wounded with the battle for Beaucourt all but won.

Isolated pockets of German troops held out in the shattered village until around midnight, then filtered through the scant British lines to rejoin their comrades.

As for the sailors, they were relieved in the small hours of the fifteenth by men from Yorkshire, Lincolnshire and Lancashire and sent to the rear.

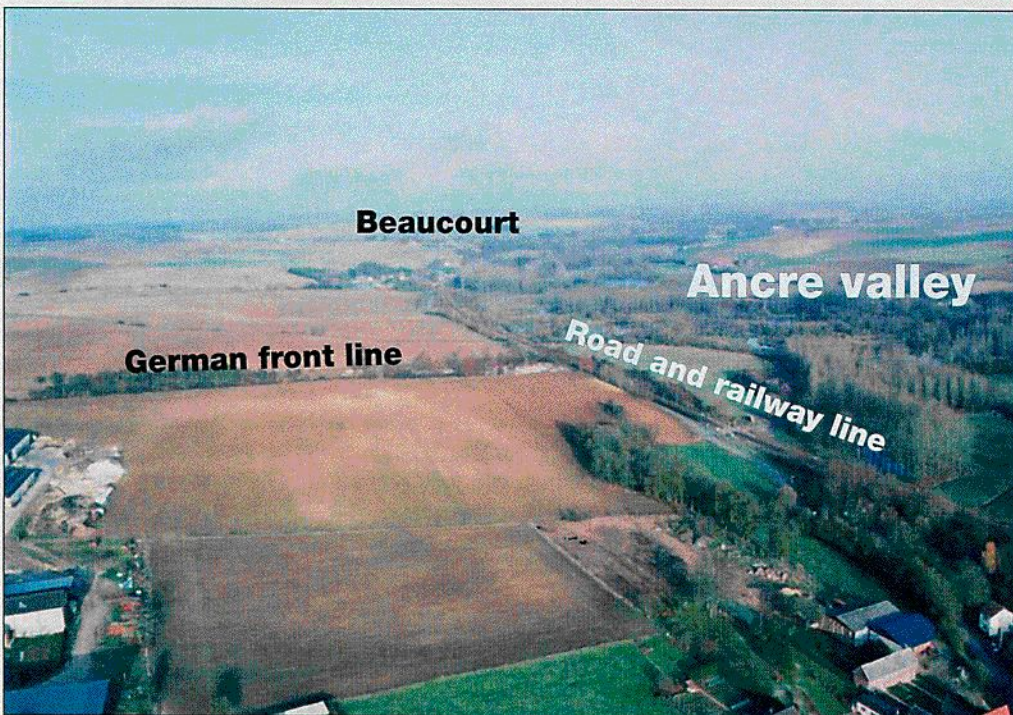
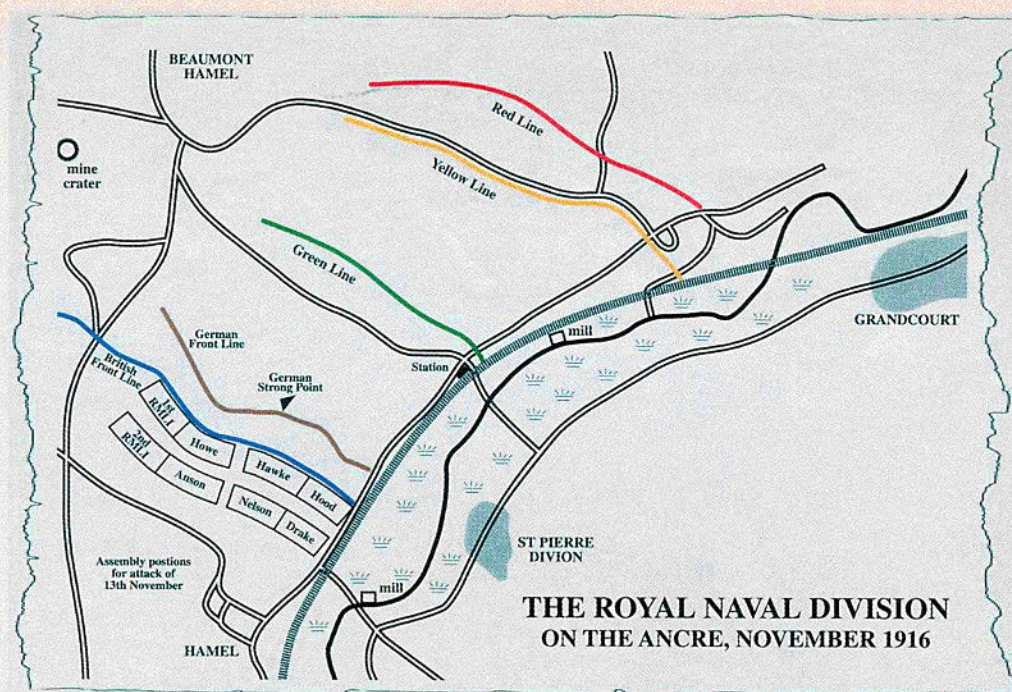
Lionel Montagu took shelter from the November cold in a captured German dug-out and grabbed three hours' sleep; a doctor shared a second bunk space; the third was occupied by a dead German officer.

As he wandered back through the battlefield of two days before, Trevor Jacobs came across the strongpoint which had taken such a hideous toll of Royal Naval Division blood.

"I never saw anything so tragic," he wrote. "It was a shambles, any amount of our brave fellows being all round in shell holes and with terrible wounds, some of them with half a head blown off, others without legs and arms, and others with numerous bullet wounds."

In Englebelmer, the miserable village where the sailors had waited before the assault, the men were met by 'Tiger' Shute.

A month before he had thought



● The guns now silent, the Ancre battlefield today

Picture: Capt Christopher Page, Naval Historical Branch

little of these sailor-soldiers. Now he had changed his tune.

"You Hoods are wonderful, the men are magnificent and the officers are marvellous," he blurted out as the weary troops filed past.

Magnificent and marvellous, yes. But also few.

Of Trevor Jacobs' company which had begun the battle 150 strong, there were just 85 men left.

November 1916 was a black month. On average, the Royal Naval Division lost three officers and 53 men killed every day. Total casualties, dead and wounded, amounted to almost 4,000.

The Battle of the Somme fizzled out on Monday November 19. Douglas Haig was delighted with the outcome.

"The picture is full of encouragement and promise," the general declared. The enemy, he proclaimed, had suffered "far heavier" losses; his morale had suffered too.

"It is safe to conclude that an appreciable proportion of the German soldiers are now practically beaten men ready to surrender."

That was not how Crown Prince Rupprecht saw it. For all their efforts, the Allies had seized only "a narrow strip of utterly-ruined terrain". Victory was Germany's, not Britain's.

In a rousing order of the day, he declared:

Everyone who was there can be proud to have been a warrior of the Somme. The greatest battle of the war, perhaps the greatest of all time, has been won.

No man in the Royal Naval Division would permit the tag 'German victory' to the battle for Beaucourt. It was a British victory, a Royal Navy victory, through and through.

The 63rd (Royal Naval) Division, Douglas Haig proclaimed, "advanced further and took more prisoners than any division had done in one day."

When Lionel Montagu dined with Edward Beddington, one of Gough's staff officers, a few days after the battle, praise was heaped upon the soldier-sailors. "No division had done better," Beddington told him.

Montagu agreed. "I always thought that it was a magnificent division with splendid officers and men," he wrote afterwards.

"I hope they now get their fair share of honour."

They did.

"The capture of Beaucourt was a brilliant piece of work," *The Times* enthused. "It gave England another hero."

In reality, it gave England, or rather Britain, a division of heroes.

Their memory, Winston Churchill – the division's original architect – wrote, would flourish 100 years hence. He continued:

By their conduct in the forefront of the battle, by their character, and by the feats of arms which they performed, they raised themselves into that glorious company of the seven or eight most famous divisions of the British Army in the Great War.

Their reputation was consistently maintained in spite of losses of so awful a character as to sweep away three or four times over the original personnel.

A week after the battle *Stabsarzt* – staff doctor – Hugo Natt with 118 *Reserve Infanterie Regiment* wandered over the battlefield.

"Everywhere there are deep shell craters, mostly filled to the brim with water," he recorded in his diary.

"Then a hideous group of corpses, about six, the bodies ripped to shreds, covered with blood and mud.

"The head of one is half shot away, a bit further on there's a leg shot away, a couple of bodies have become so entangled that amid the mud we cannot identify the individual bodies."

The Somme, a rather obscure German *hauptmann* – captain – Hans von Hentig wrote after the war, "was the muddy grave of the German field army and of the faith in the infallibility of German leadership."

In the post-war years, Hentig's words were seized upon by Haig's supporters as proof the general's strategy on the Somme had been correct.

## THE SOMME – AGAIN

### A TERRIBLE GAME OF WAR

The Royal Naval Division's association with the Somme and the Ancre did not end in November 1916.

They were back in the line in February 1917.

A healed Joe Murray found little had changed in three months.

"The whole of the Ancre valley is a filthy quagmire," he wrote in his diary.

"After years of constant shelling there's not a yard of even ground anywhere.

"The shelling continues, each salvo putting some poor old blighter out of his misery without a murmur.

"There are moments when I wonder that, if it were possible to converse with any of my departed pals, what their answer would be to my question: *Is this pain and suffering getting us anywhere?*"

It was a futile question, but Murray tried to answer it.

"Men are born to die. The time and place is of no consequence. Each breath of life we take or give leaves us less of life to live.

"Providence is our only hope as the shells continue to reap their harvest."

That winter Douglas Haig toured the former battlefield. The Scotsman was not a figure prone to revealing his inner emotions, yet he was for once moved by the deeds of his armies in this "terrible game of war".

"No-one can visit the Somme without being impressed with the magnitude of the effort made by the British soldier," he wrote.

"To many it meant certain death and all must have known that before they started."

Leutnant Otto Ahrends, a Bavarian regimental adjutant, perhaps wrote the epitaph of every man who fought at the Somme in 1916, friend and foe:

When you see a fighter who was there at the Somme, bow low to the ground, because you simply do not know what he did for you.

In February 1917, Lt Alan Patrick Herbert (pictured, below) recorded his impressions in 'Beaucourt revisited':

I wandered up to Beaucourt; I took the river track, And saw the lines we lived in before the Boche went back;

But peace was now in Pottage, the Front was far ahead. The Front had journeyed Eastward and only left the dead.

And I thought, How long we lay there, and watched across the wire, While guns roared round the valley, and set the skies afire!

But now there are homes in Hamel and tents in the vale of Hell, And a camp at Suicide Corner, where half a regiment fell.

The new troops follow after, and tread the land we won, To them 'tis so much hillside re-wrested from the Hun; We only walk with reverence this sullen mile of mud; The shell-holes hold our history, and half of them our blood.

Here, at the head of Pêche Street, 'twas death to show your face; To me it seemed like magic to linger in the place; For me how many spirits hung round the Kentish Caves,

But the new men see no spirits – they only see the graves.

I found the half-dug ditches we fashioned for the fight, We lost a score of men there – young James was killed that night; I saw the star shells staring, I heard the bullets hail, But the new troops pass unheeding – they never heard the tale.

I crossed the blood-red ribbon, that once was No-Man's Land.

I saw a misty daybreak and a creeping minute-hand; And here the lads went over, and there was Harmsworth shot, And here was William lying – but the new men know them not.

And I said, "There is still the river, and still the stiff, stark trees, To treasure here our story, but there are only these;"

But under the white-wood crosses the dead men answered low, "The new men know not Beaucourt, but we are here – we know."



## ACKNOWLEDGEMENTS

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The following books have also been consulted:

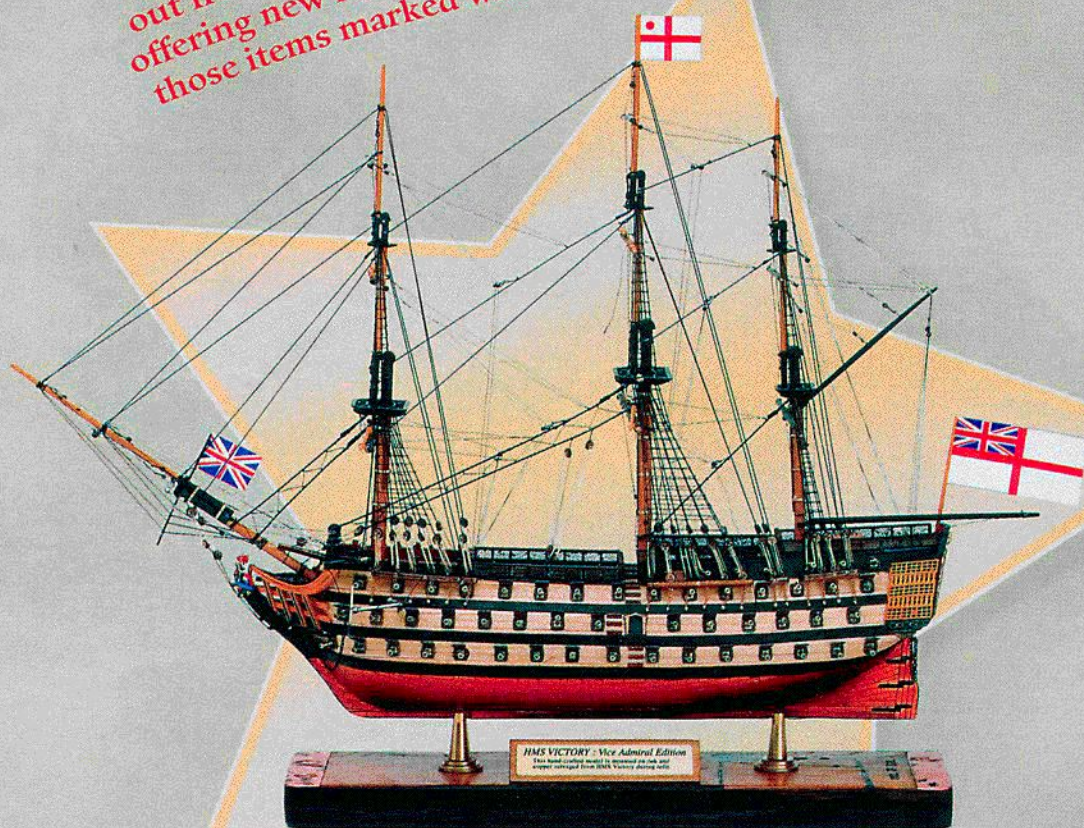
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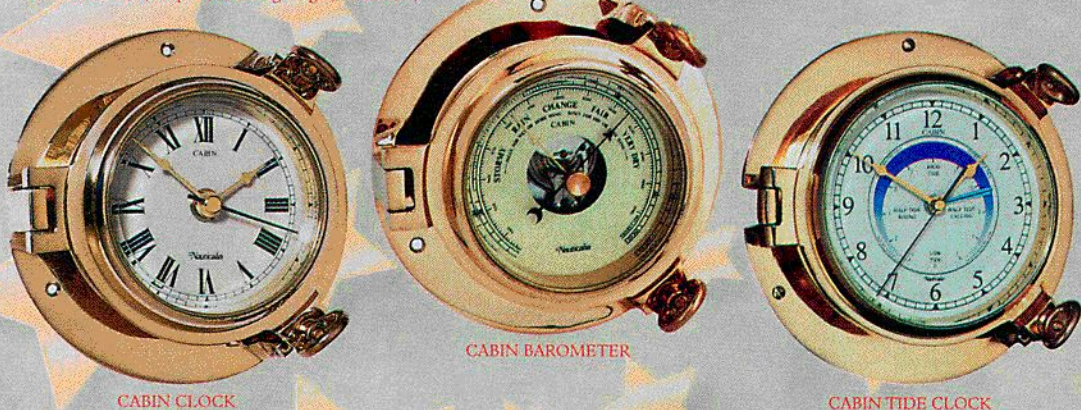
Measures 60 x 40cm (23.4 x 15.6")

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Flag Codes Mug

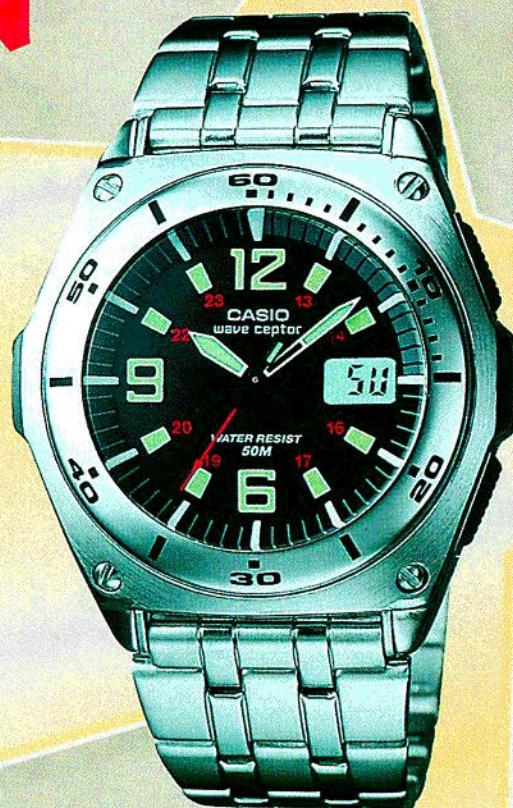
Knots Mug

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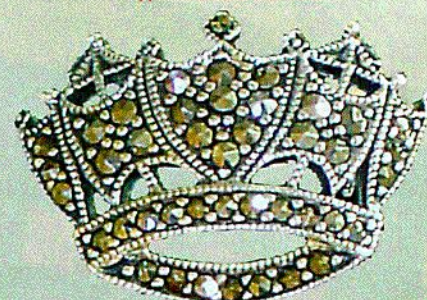
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**£18.99 UK**



## Blazer Buttons

A Gold plated Royal Naval Crown under translucent blue enamel, our elegant buttons will complement any blazer.

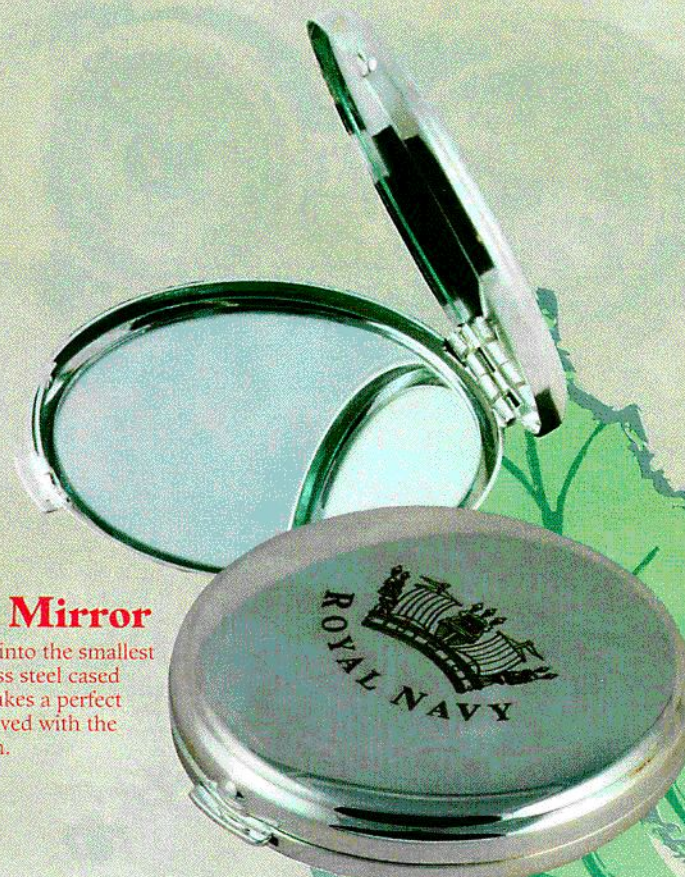
**£25.99 UK**



## Compact Mirror

Tiny enough to fit into the smallest of bags this stainless steel cased compact mirror makes a perfect gift. Stylishly engraved with the Royal Naval Crown.

**£8.99 UK**



## Compass and Watch Cufflinks

A great set of unique novelty cufflinks finished in a silk smooth silver effect, the compass will help you find your way to the party whilst the watch will make sure you arrive on time. An accessory you shouldn't be without!

**£24.99 UK**



# WINTER WONDERLAND

## White Ensign Reversible Regatta Jacket

This anti-pill reversible fleece is the ideal lightweight jacket. One side a grey marl fleece, the other an ash jacket, change the style dependent on the weather or your mood! The jacket is made with windproof micro fibre and is water repellent. It comes complete with 2 zipped lower pockets on each side and a drawstring bottom to keep out the wind.

Sizes: S 38" M:40" L:42" XL:44" XXL:46"

£32.99 UK



## Royal Navy Long Sleeved Striped Rugby Shirt

To complement our range of rugby shirts we have this long sleeved striped rugby shirt. Uniquely embroidered with the Royal Navy logo, this rugby shirt is a must have! Available in red/navy/white or light blue/navy/white.

Sizes to fit: S:32/24" M:36/38" L:40/42" XL:44/46" XXL:48"

£35.99 UK

## Royal Navy Hooded Sweatshirt

This stylish hooded sweatshirt has front kangaroo style pockets, comfortable rib trims and matching colour draw cord in the double thickness hood. Made from a 50/50 Combed Ring Spun cotton and polyester mix the tubular body construction ensures maximum shape retention. Available in Navy and Sports Grey.

Sizes: S:38" M:40" L:42" XL:44" XXL:46"

£26.99 UK



## White Ensign Rugby Shirt

This casual long sleeved rugby shirt is ideal for both men and women. Featuring ribbed cuffs and a smart white collar it is perfect for all occasions. Available in navy blue, it is embroidered on the left breast with the White Ensign flag and made from 100% cotton. Machine washable.

Sizes to fit: S:32/34" M:36/38" L:40/42" XL:44/46" XXL:48"

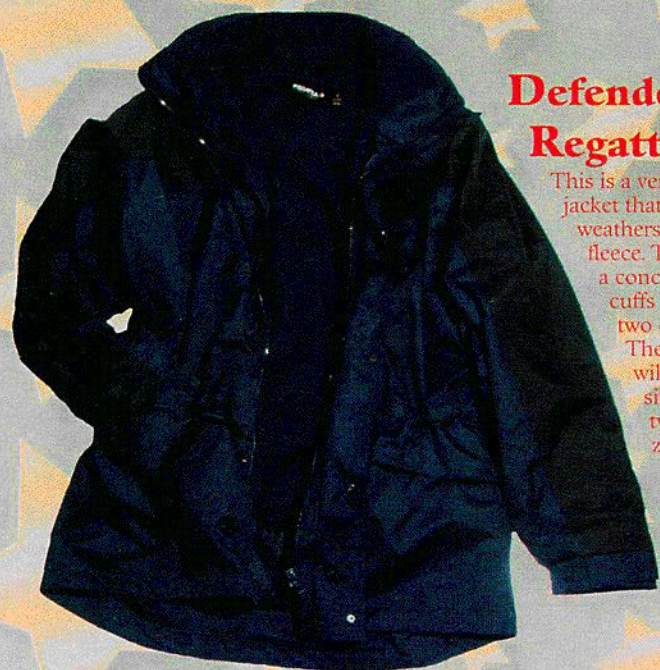
£29.99 UK

## Defender 3 in 1 Regatta Jacket

This is a versatile 3 in 1 waterproof jacket that can be used in all weathers with a detachable fleece. The outer jacket has a concealed hood, adjustable cuffs and waist cord and two deep fronted pockets. The inner fleece alone will keep you warm – simply unzip to create two different jackets. The zip is adorned with a Royal Navy zip pull.

Sizes to fit: S: 38" M: 40" L: 42" XL:44" XXL: 46"

£55.00 UK



## White Ensign Sweatshirt

This classic, easy-to-wear sweatshirt features a ribbed crew neck, cuffs and waistband for comfort. Made from machine washable cotton/polyester mix it features the White Ensign flag on the left breast.

Available in navy blue only. Sizes to fit: S:32/34" M:36/38" L:40/42" XL:44/46" XXL:48"

£19.95 UK





# WISH UPON A STAR



Height 7.5cm (3")

## Wheel Nutcracker

Let's go nuts with this great novelty gift for the festive season! Simply place a nut in the vice and turn the ships wheel, gently cracking the shell!! Fitted to a wooden base the device is finished in a gunmetal effect.

**£14.95 UK**

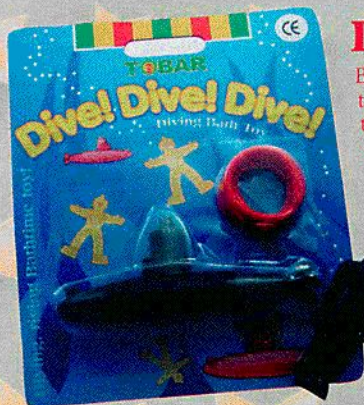


Measures 11cm x 10cm (4.5" x 4")

## Money Box

This robust barrel shaped money box is made from polished wood with decorative brass banding and the all essential money slot. You have easy access to your money via a screw fastening.

**£9.99 UK**



## Dive Toy

Blow through the tube and release the submarine or diver to make them rise or sink in the water. Diver or submarine available, please state choice when ordering.

**£1.99 UK**

Measures 27cm (10.5") when sitting



## Bertie Bear

Bertie is the biggest from our range of bears looking for a new home. A happy bear with soft scruffy golden fur, his hands and feet are filled with beans for that extra special touch. Bertie wears a navy blue jumper with the Royal Navy logo and comes complete with a red and white spotted neck scarf.

**£23.99 UK**

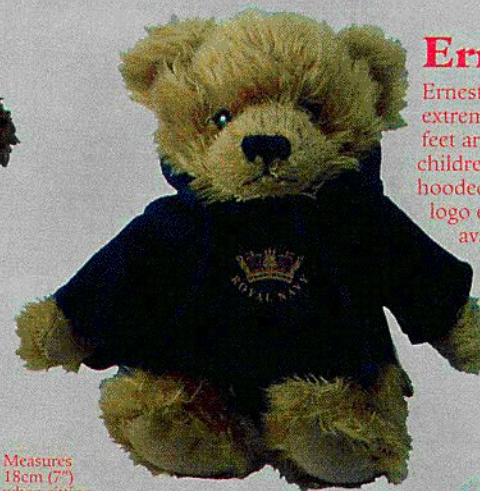


Each measure 5cm x 6cm (2" x 2.4")

## Ships Keepsake Baubles

This set of 3 keepsake baubles is perfect as a decoration. Based on the traditional ship in a bottle and feature models of sailing ships.

**£5.00 UK**



Measures 18cm (7") when sitting

## Ernest Bear

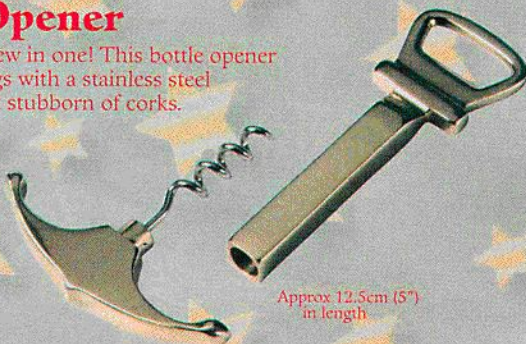
Ernest is the baby of our range of bears. He has extremely soft golden fur and his hands and feet are filled with beans. He is a perfect gift for children and adults alike. Ernest wears a fleecy hooded jumper with the Royal Naval Crown logo embroidered on the front. His jumper is available in red or navy blue so which will you choose?

**£9.99 UK**

## Anchor Bottle Opener

A bottle cap remover and corkscrew in one! This bottle opener has smooth polished brass castings with a stainless steel corkscrew that works on the most stubborn of corks.

**£8.99 UK**



Approx 12.5cm (5") in length

## Charlie Bear

Charlie is excited to be part of our new range of bears. He has soft light honey fur and feet that are filled with beans. Charlie wears a navy blue fleecy hooded top with the Royal Navy logo embroidered on the front. Small enough to take him in your bag everywhere you go and cute enough to cuddle all day long - how could you resist?

**£14.99 UK**



Measures 20cm (7.8") when sitting

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